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Top End Rattle?
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Special Models & VINs
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AWESOME ARIZONA
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IN CALIFORNIA: in order to meet Air Resources Board emissions requirements, certain aftermarket part applications have been identified as replacements, and others have received ARB Executive Orders. All other emissions related aftermarket parts are for competition use only. A list of replacement parts and EO parts, and corresponding fitment is provided at vanceandhines.com/california.



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.com

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Issue #331



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New suspension, new brakes, but the same rugged platforms



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QUALITY TOOLS

SUPER COUPON

MICROFIBER CLEANING CLOTHS PACK OF 4

Customer Rating

LOT 68440/63030
69678 shown



SAVE 64%

$1.99
comp at $5.55

33412686

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SUPER COUPON

500 LB. CAPACITY ALUMINUM CARGO CARRIER



SAVE $90

LOT 69688
60771
92655 shown

Customer Rating

Haul Master

$89.99
comp at $179.99

33384830

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SUPER COUPON

32 PIECE SCREWDRIVER SET

PITTSBURGH

LOT 61259/90764 shown



SAVE 59%

Customer Rating

$5.99
comp at $14.97

33424909

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SUPER COUPON

12 TON HYDRAULIC PIPE BENDER

Customer Rating

LOT 62539
32888 shown



SAVE $90

$89.99
comp at $179.99

33415485

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SUPER COUPON

6" DIGITAL CALIPER

PITTSBURGH

LOT 47257 shown
61585/62387

Customer Rating



SAVE 63%

$10.99
comp at $29.99

Includes two 1.5V SR44 button cell batteries.

33350926

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trenchers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Stik-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 4/8/16.

33369656

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WOW SUPER COUPON

Customer Rating

1500 LB. CAPACITY MOTORCYCLE LIFT

PITTSBURGH

LOT 69995 shown
60536/61632



- Lift range: 5-1/4" to 17"

SAVE $65

$69.99
comp at $135

33384509

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WOW SUPER COUPON

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR

Customer Rating

CENTRALPNEUMATIC

LOT 69091/67847 shown
61454/61693/62803



SAVE $349

$149.99
comp at $499

33346439

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WOW SUPER COUPON

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS

Customer Rating

PITTSBURGH

SAE
LOT 69043/42304 shown

METRIC
LOT 42305/69044



SAVE 66%

YOUR CHOICE

$5.99
comp at $17.97

33363966

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SUPER COUPON

LOW PROFILE MOTORCYCLE DOLLY

LOT 95896

SAVE $124

Customer Rating



Haul Master

- 1250 lb. capacity

$74.99
~~$89.99~~
comp at $198.99

33404365

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SUPER COUPON

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET

SAVE 76%

LOT 61637 shown
5889/62281

NEW

WARRIOR



$13.99
comp at $59.97

33413199

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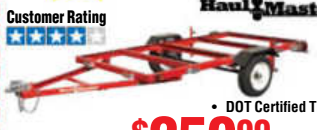
SUPER COUPON

1195 LB. CAPACITY 4 FT. x 8 FT. HEAVY DUTY FOLDABLE UTILITY TRAILER

SAVE $170

Haul Master

Customer Rating



- DOT Certified Tires

LOT 62170/62648
62666/90154 shown

$259.99
comp at $429.99

33364503

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SUPER COUPON

CENTECH

AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating

LOT 42292 shown
69594/69955



SAVE 84%

$5.44
~~$8.99~~
comp at $34.99

33419760

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SUPER COUPON

PITTSBURGH

1000 LB. CAPACITY MOTORCYCLE LIFT

LOT 69904
68892 shown



- Lift range: 7" to 30"

SAVE $1011

Customer Rating

$299.99
comp at $1310.99

33405204

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SUPER COUPON

PITTSBURGH

SAVE 71%

DIRT BIKE STAND

LOT 67151

Customer Rating



$19.99
comp at $68.99

- 1000 lb. Capacity

33382835

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SUPER COUPON

NEW

HARDY

MECHANIC'S GLOVES

SIZE	LOT	COMP AT
MED	62434/62426	$12.74
LG	62433/62428	$12.38
X-LG	62432/62429	$11.99

YOUR CHOICE

$3.99

Item 62429 shown

SAVE up to 68%



33425496

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WOW SUPER COUPON

Customer Rating

SAVE $281

27", 11 DRAWER ROLLER CABINET

LOT 61485
67421 shown



- Welded Steel Joints
- Lockable Drawers

$158.07

$189.99 comp at $439.97

33477316

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SUPER COUPON

FREE

WITH ANY PURCHASE

PITTSBURGH
1" x 25 FT. TAPE MEASURE

LOT 69080 shown
69030/69031



$6.99 VALUE

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33491344

SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH

LOT 60343
67338 shown

Customer Rating



SAVE $50

- 1500 lb. Capacity

$49.99 comp at $99.99

33436729

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SUPER COUPON

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE

CENTRAL PNEUMATIC

LOT 93897 shown
69265/62344



SAVE $106

$59.99 comp at $166

33458122

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SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT

PITTSBURGH

LOT 46319 shown
61160/61896

Customer Rating



SAVE 50%

- 300 lb. Capacity

$19.99 comp at $39.99

33475460

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WOW SUPER COUPON

CENTECH

NON-CONTACT INFRARED THERMOMETER WITH LASER TARGETING

Customer Rating

LOT 61894/96451
60725/69465 shown



SAVE 62%

$25.99 comp at $69.99

33489440

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WOW SUPER COUPON

PREDATOR GENERATORS

4000 PEAK/ 3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS

SUPER QUIET

Customer Rating

LOT 69729/69676 shown

LOT 69675/69728 CALIFORNIA ONLY



SAVE $241

- 70 dB Noise Level

$288.88 $339.99 comp at $529.99

33426901

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SUPER COUPON

4-1/2" ANGLE GRINDER

LOT 95578/69645/60625 shown

drillmaster

SAVE 59%



$11.99 comp at $29.97

33444833

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SUPER COUPON

1.51 CUBIC FT. SOLID STEEL DIGITAL FLOOR SAFE

Bunker Hill Security

LOT 61565
91006 shown



SAVE $180

$99.99 comp at $279.99

33452708

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SUPER COUPON

MOTORCYCLE STAND/ WHEEL CHOCK

PITTSBURGH

SAVE $202

- 1800 lb. Capacity

LOT 61670
97841 shown



$47.99 comp at $249.99

33460938

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SUPER COUPON

4 PIECE ANTI-FATIGUE FOAM MAT SET

LOT 61607/62389
94635 shown



SAVE 61%

- Each pad measures 25" x 25"

$6.99 comp at $17.97

33464400

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SUPER COUPON

72" x 80" MOVER'S BLANKET

SAVE 61%

HaulMaster

LOT 66537 shown
69505/62418

Customer Rating



$6.99 comp at $17.97

33434748

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SUPER COUPON

30" SERVICE CART WITH LOCKING DRAWER

US★GENERAL

LOT 61161
90428 shown



SAVE $40

- 350 lb. Capacity

Customer Rating

$59.99 comp at $99.99

33441724

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SUPER COUPON

RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

PITTSBURGH

- 3-1/2 Pumps Lifts Most Vehicles
- Weighs 32 lbs.

SAVE $60



$59.99 comp at $119.99

LOT 69252
68053/62160
62496/62516
60569 shown

33444998

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SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

BADLAND

SAVE $200



Customer Rating

$59.99 comp at $259.99

LOT 61258 shown
61840/61297/68146

33466959

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SUPER COUPON

10 FT. x 17 FT. PORTABLE GARAGE

SAVE $131



Customer Rating

$179.99 comp at $311

LOT 62860/62859/62864
63055/60727/62286/69039 shown

33492843

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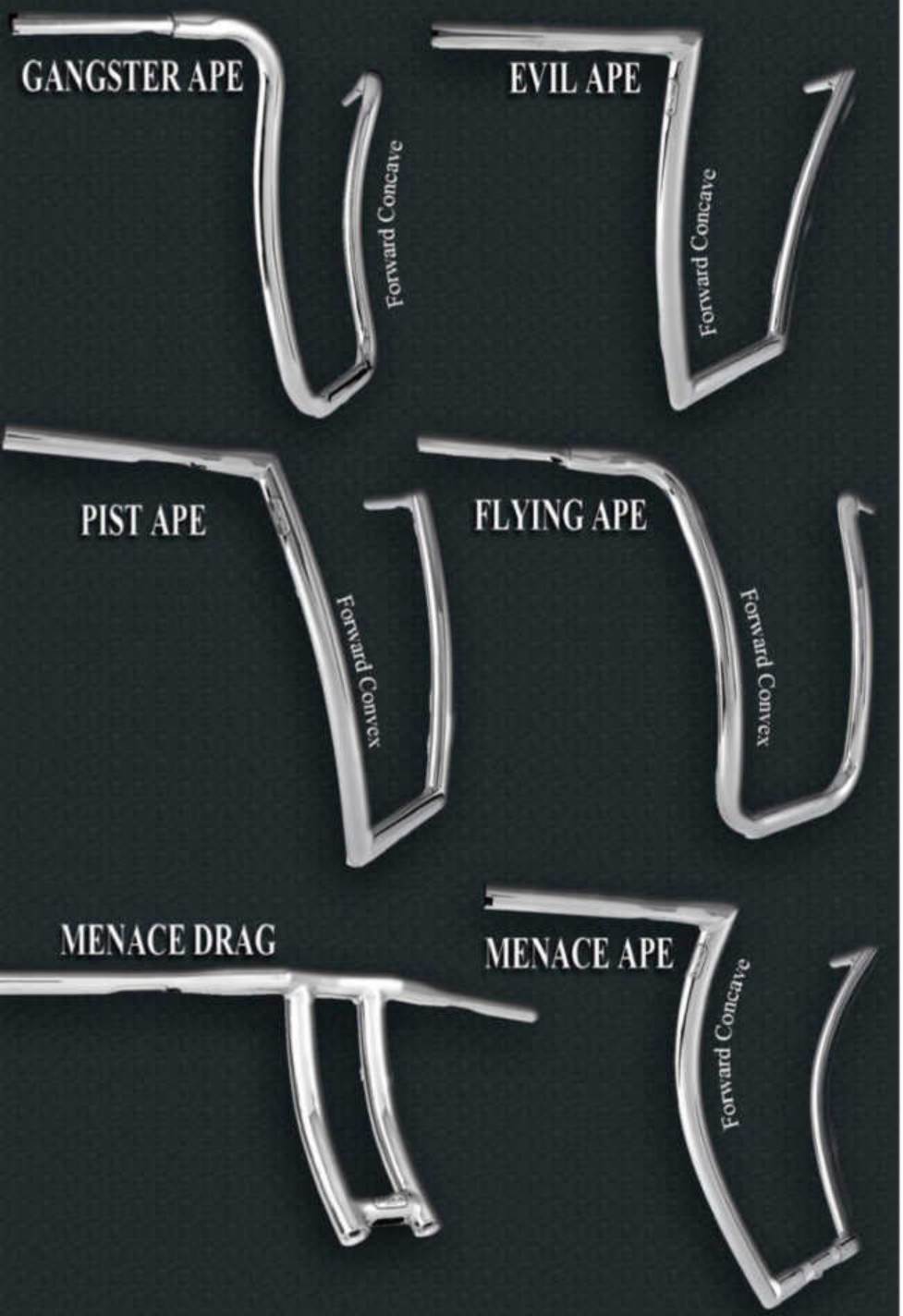
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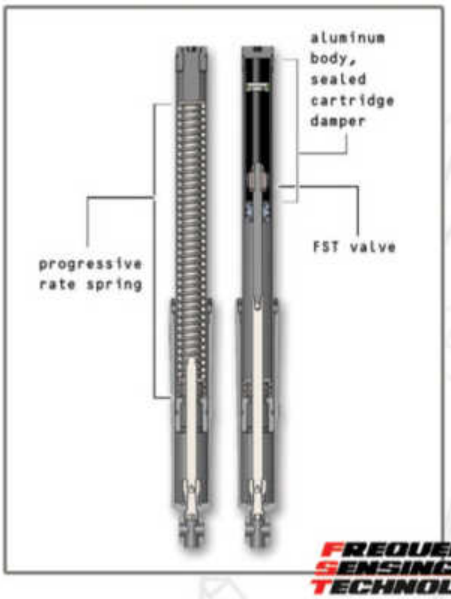
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AMERICAN IRON MAGAZINE is published by TAM Communications Inc., 1010 Summer Street, Stamford, CT 06905, 203/425-8777, FAX 203/425-8775, AIMag.com. PRINTED IN THE U.S.A.

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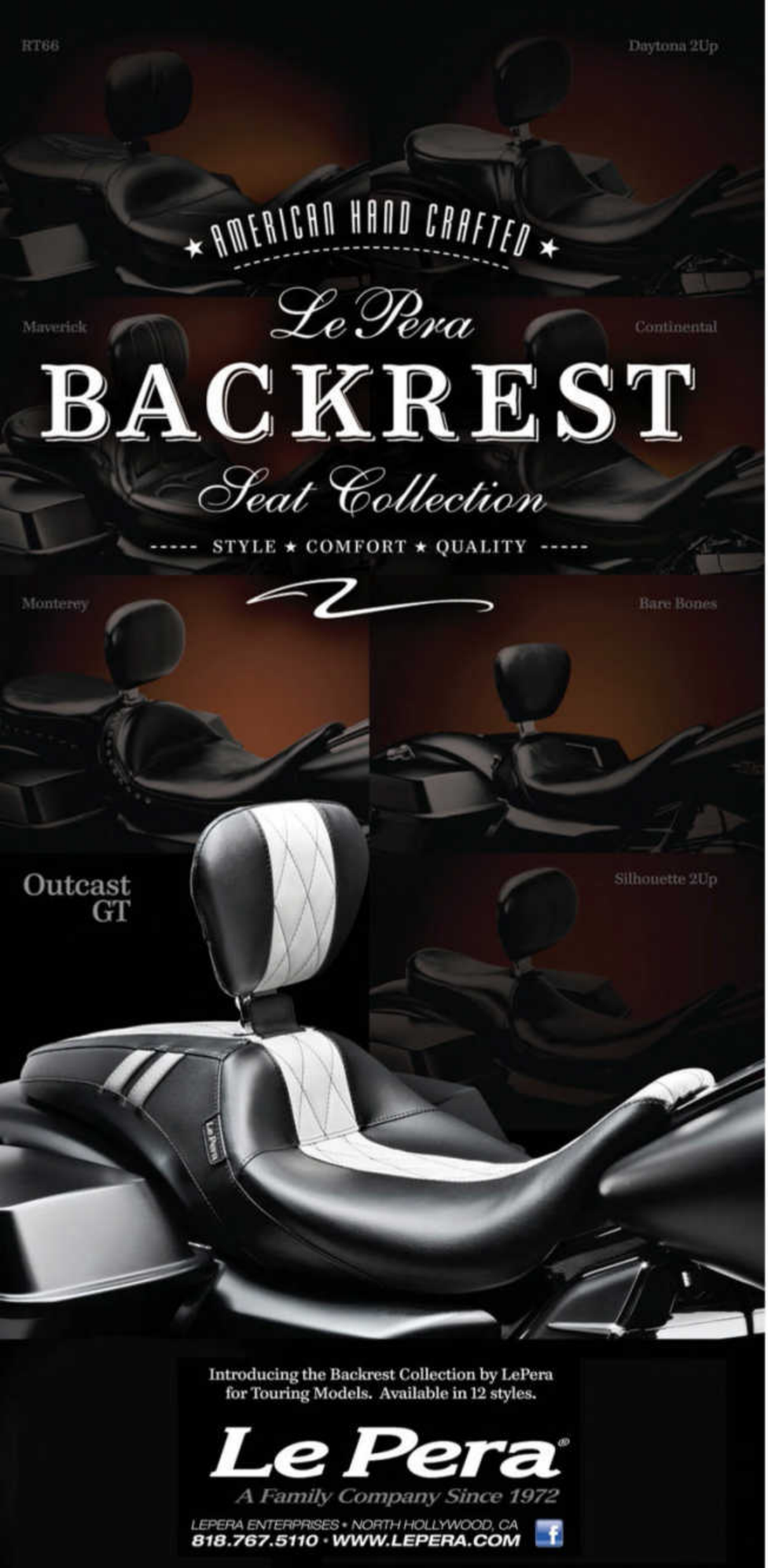
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MOTORCYCLES • LEATHER • SEATS • CONTROLS • ENGINE COVERS • AIR CLEANERS • HANDLEBARS • & MORE

Goodbye, Old Friend

I HAD NO IDEA WHAT IT WOULD LEAD TO WHEN, in 1974 and against my parents' wishes, I bought my first motorcycle. As a broke college kid, I sold that bike a year later to help pay for a slightly newer and bigger one. That transaction led to buying and selling even more bikes over the years.

The buying and selling stemmed from efforts to upgrade my ride, leading to an obsession with motorcycles in the process. Fast forward to the 1990s. That's when my motorcycle interests reversed: leading me to classic American bikes from the 1940s and '50s. I owned, and enjoyed riding, a 1953 Indian Chief, my first Indian. I later bought a beautiful, but barely running, 1946 Chief during the 1996 Daytona Bike Week. I spent a day or two sorting it out at the long-gone Klassix Auto Museum, where we used to host the Indian & Classic American Iron rallies. Fortunately, the '46 Chief responded well to fine tuning, and my efforts were rewarded with a bike that loved to be ridden.



I easily fall in love with classics, and I think each one is a "forever" bike

I've owned many classic motorcycles since then. Some I keep for a year or two before selling to make way for different ones. Others I keep and rode for decades. I never know which of these categories a new (well, old) bike will fall into when I purchase it. You see, I easily fall in love with classics, and I think each one is a "forever" bike. Most aren't. And that's okay because buying and selling lets me own, ride, and enjoy a wider assortment of motorcycles than if I had never sold any.

I had no idea what amazing experiences I'd have aboard this 69-year-old time machine. They include a ride up the California coast to celebrate the 50th anniversary of the Hollister riots with *AIM* Classics Editor Jim Babchak, the Tomas family from Kiwi Indian, and the wacky pranksters who hang out at The Shop in Ventura, California. I also enjoyed many wonderful rides on that Chief in and around New England (including many bike shows — and plenty of trophies), and I'll never forget the ride on my Indian from the National Motorcycle Museum in Anamosa, Iowa, to Sturgis this summer for the 75th running of the Sturgis Rally. Riding that Chief to Sturgis was fitting, considering the famous rally started out as an Indian motorcycle gathering.

But all good things must come to an end. I'm fortunate enough to own several classic motorcycles, but I can't ride them all. Not having ridden the '46 Indian much in the past several years (other than to Sturgis), I knew it was time for someone new to own and enjoy it. So I loaded a full description and photos on eBay along with a very reasonable reserve. I'm half-sad to report it sold quickly. Not for as much as I was hoping for, but a fair and reasonable price. As I walked the new owners — a nice young couple — around the bike, sharing a few of my experiences and stories with them, I had serious second thoughts. And when I fired the engine up to ride over to their trailer, I had a hard time letting go of the handlebar. But a deal is a deal, and it's time to let someone else create his own memories with the Chief. Besides, I'll always have my memories with this one, plus I still have my 1940 Indian Sport Scout to ride.

BOGOF: Last-Minute Gift Solution

NEED A QUICK AND EASY SOLUTION TO your last-minute gift-giving concerns? For the first time ever, *American Iron Magazine* is offering a BOGOF (Buy One, Give One *Free*) gift-subscription deal. For every gift subscription you buy for a riding buddy at our regular price, you get a second subscription free. Buy two gift subscriptions and get two more free! And we'll even send them a card in your name. It doesn't get much easier (or cheaper) than that for holiday (Harleyday?) shopping. But you have to act now as the offer expires December 31!

Please go to AIMag.com web site to take advantage of this limited-time Buy One, Give One Free gift-subscription deal. But, again, do it now, as this offer is good only through the end of the year.

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AIM Expo



A great way to check out cool new products from many aftermarket manufacturers

EVERYONE HAS HEARD of Biketoberfest, which happens in Daytona during mid-October. But how many of you know about the new trade/consumer show that's held at the same time in nearby Orlando? Now in its third year, this show is growing into a must-do event. The first two days, Thursday and Friday, are for the trade, meaning dealers and the media. However, on Saturday and Sunday the show is open to everyone. Being a fun putt from Daytona, it's a great way to check out cool new products from many aftermarket manufacturers. Here are just a few of the new things I saw at this year's show.

Yelvington, with a head designer/engineer who just retired from NASA, has introduced a new trike rear section that just bolts to your existing Touring model frame. There's no welding or cutting involved since the new rear assembly replaces the stock swingarm. You keep the bike's entire upper rear section (rear fender, saddlebags, Tour-Pak, etc.) just as it is. The new trike section places the two rear wheels just outside the saddlebags, complete with stock-looking rear fenders. Plus, this rear section has a built-in reverse feature, which is part of the new rear pulley. There's no messing with the transmission! To operate, put the tranny into neutral, flip the switch that engages the reverse setup, shift the tranny into first gear, and simply move the bike backwards using your existing clutch lever just as you would to slowly move the bike forward. Sweet! We're already set up to do a full install and review for you in 2016.

For the high performance crew, Yuasa now has a 500 CCA battery for selected models. That means the stock starter motor will now have plenty of power to crank over that monster motor you just spent lots of cash building. We'll test these new batteries very soon.

Got a new Indian Big Twin and looking for more low-end grunt? The crew at Andrews has a new performance camshaft setup that promises an increase of over 10 ft-lbs. of torque in the engine's low-rpm range. It's just what the doctor ordered for the big bikes in the Indian lineup. You Victory owners have not been forgotten: Andrews has a new performance camshaft for you, too! There was also an array of new products from Barnett, Biker's Choice, Dynojet, TechnoResearch, and a host of other manufacturers. Look for installs on these and other new products in future issues.

There was also an impressive display of showstopping bikes by noted custom builders. Definitely put this one on your short list of shows to see in 2016. And since it occurs at the same time as Biketoberbest, it's an excellent way for riders like me who live in places with cold winters to close out the riding year. After all, we have all winter to install some of the cool new stuff we saw at the show!

See you on the road.



Chris Maida
Editor

Chris Maida

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Win The 2016 Daytona Raffle Bike!

IT'S THAT TIME AGAIN WHEN WE TEAM UP WITH the Daytona Regional Chamber of Commerce to build a custom bike to be raffled off at Daytona Bike Week. This year's build is based on one of the baddest bikes to roll out of the factory, the Harley-Davidson Springer Softail Classic, which is being worked over by Woodstock H-D in Kingston, New York. The best and quickest way to get a ticket to win this year's Harley-Davidson Softail Springer Classic is to enter online at OfficialBikeWeek.com with your Visa, MasterCard, or American Express card. To get a ticket to this year's raffle via the mail, just send your name, address, telephone number, the number of tickets you want, and a check for the correct amount ($50 per ticket) to the Daytona Beach Community Foundation, PO Box 2676, Dept. *AIM*, Daytona Beach, FL 32115-2676. If you have any questions, you can call the foundation at 386/255-0981. You can also get more info at OfficialBikeWeek.com.

The drawing will be held at noon on Saturday, March 12, on the main stage in Riverfront Park on the corner of Beach and Main streets in Downtown Daytona Beach. Only 4,500 tickets will be printed. As always, you don't have to be present to win, only your entry does. Good luck!



Hines Wins NHRA Playoff

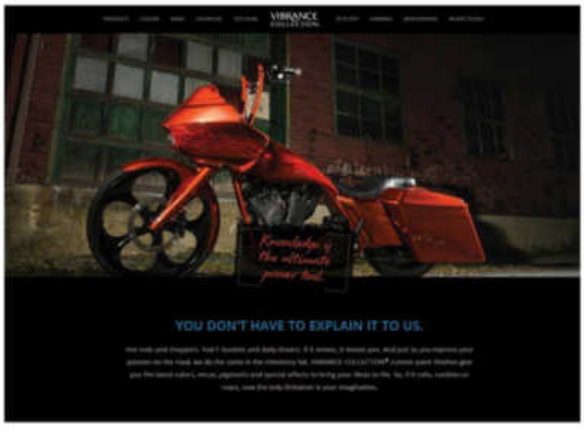
HARLEY-DAVIDSON SCREAMIN' EAGLE/VANCE & HINES RIDER ANDREW HINES battled to his second Pro-Stock Motorcycle final-round victory in the National Hot Rod Association (NHRA) Countdown to the Championship playoffs at the NHRA Keystone Nationals. Andrew has two wins in four Countdown events and now has a commanding 89-point lead on the Pro-Stock Motorcycle field with three races left.

Andrew has three wins for the entire 2015 season and 41 career wins in the Pro-Stock Motorcycle category. After four of six Countdown rounds, Andrew leads the Pro-Stock Motorcycle category with 2,378 points. Harley-Davidson Screamin' Eagle/Vance & Hines rider Ed Krawiec is in second place with 2,289 points.

Ed led all qualifiers for the event, as his V-Rod blasted down the track in 6.802 seconds in the sole round of rain-shortened qualifying. Andrew qualified second at 6.816 seconds. For more information, visit Harley-Davidson at H-D.com.

PPG Launches New Vibrance Web Site

PPG AUTOMOTIVE REFINISH HAS UNVEILED A NEW WEB SITE FOCUSING EXCLUSIVELY ON ITS POPULAR VIBRANCE COLLECTION line of refinish products. The web site, VibranceCollection.com, offers a wealth of product information, news, technical tips, and much more about the brand's array of custom finishes. The site is intended for custom car and motorcycle builders and enthusiasts, hot rod shops, and anyone interested in learning about and using the latest colors, micas, pigments, and special effects to bring his paint design ideas to life.



The site's navigation bar offers easy and fast access to several destinations, including Products, Colors, News, Showcase, Top Guns, Tech Tips, Training, Merchandise, and Where to Buy. Also included are videos of notable cars, trucks, and motorcycles that have been treated to Vibrance Collection finishes, along with tips and demonstrations by well-known painters — Charley Hutton and Bobby Alloway — and PPG experts. Visitors are also able to submit photos of their own custom projects to the site.

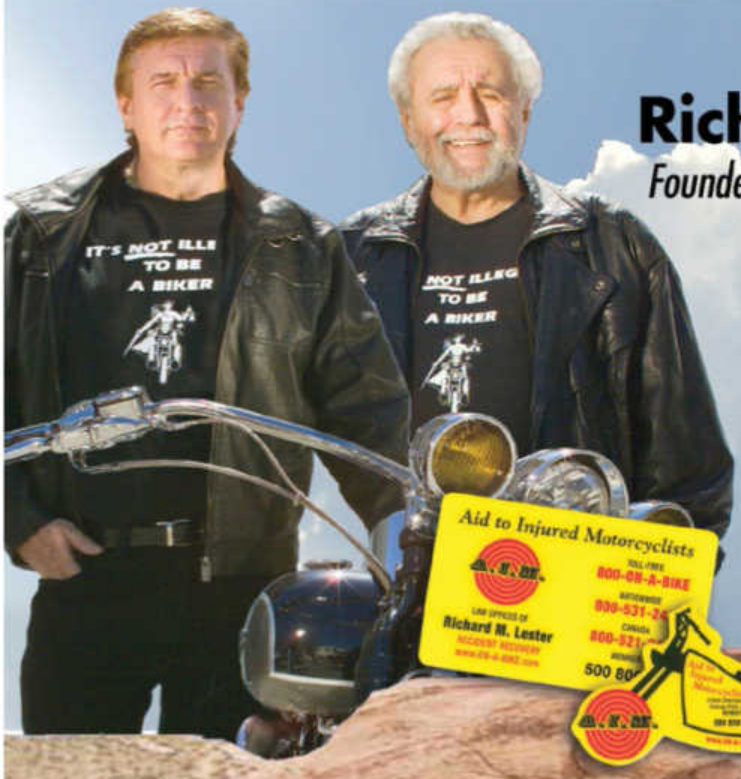
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Harley-Davidson Footwear, a division of Wolverine Worldwide, launched an all new e-commerce web site this past autumn. Boot lovers everywhere will be able to view and purchase the entire H-D Footwear Lifestyle product line through Harley-Davidson-Footwear.com, as well as view the full dealer-exclusive Performance Collection. AIM

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Then Came Bronson

THROUGH THE YEARS, HARLEY-DAVIDSON motorcycles have been featured prominently in many films, television shows, and print. Their presence is so powerful on the big and small screens that they often play an integral part of the story's plot. Hollywood Harleys can also take on a life of their own, and become the most memorable character in the film or TV show!

Among my favorite TV shows when I was a young and impressionable lad was *Then Came Bronson*. The show, starring Michael Parks as the lead character James "Jim" Bronson, premiered September 17, 1969 on NBC, lasting just one season. The show's premise follows Jim, a young newspaper reporter, whose best friend Nick (played by a young Martin Sheen) commits suicide. This causes Jim to become disillusioned with his job, big-city life, and working for "the man." So he buys back the 1969 XLH he had previously sold to his friend Nick (from Nick's widow), straps a sleeping bag to the bike's handlebar and a duffle bag to its sissybar, and then hits the road. His travels take him across America so that he can remove the shackles of society, rejuvenate his soul, and search for the meaning of life. Along the way, he meets many folks, sharing with them his philosophies about life, while also helping them solve their personal issues in a peaceful way. Being the Age of Aquarius, peace and love, this approach to life was being espoused by the hippie subculture and perfectly reflected the mood of the period.



How many young men didn't dream about being Jim, riding their Harleys cross-country ...

I love the show's opening dialogue when Jim pulls up alongside a guy in an old station wagon as they engage in a conversation:

Driver: "Taking a trip?"
Jim: "What's that?"
Driver: "Taking a trip?"
Jim: "Yeah."
Driver: "Where to?"
Jim: "Oh, I don't know. Wherever I end up, I guess."
Driver: "Man, I wish I was you."
Jim: "Really?"
Driver: "Yeah."
Jim: "Well, hang in there."

That phrase, "hang in there" became his signature expression and was adopted by the hippie counterculture of the time.

Music was an important element of the show: Long Lonesome Highway was the perfect song for the closing credits; it reached number 20 on *Billboard*'s Top 100 Hits that year. Parks sang on the track and later in an album.

Jim's 1969 XLH was a fairly stock machine, with the exception of a 21" front tire, chromed and bobbed front fender, Bates headlight, bobbed rear fender with a British taillight, sissybar, and a XLCH peanut gas tank that sported a unique logo on its flanks. I've heard people refer to the logo as "the all-seeing eye" or the "Eye of Providence." No matter. It was Jim's logo.

The XLH was an electric-start machine, but in all the episodes, you see Jim kickstart his bike. One story I read online stated that the film crew often had Michael fake the kick while he pushed the start button! The bike's color became known as Bronson Red, and a generation of riders was influenced by this motorcycle and this show. How many young men didn't dream about being Jim, riding their Harleys cross-country, meeting interesting people, helping those in need, spreading the word about peace and unity, discovering distant places, and experiencing different cultures in forgotten corners of America? So cool!

Surprisingly, the show lasted only one season as I mentioned earlier. The inner workings of network decision-making eluded us back then, although today, just about everyone seems to be a critic, and pretty much everyone can read a Nielsen rating or can research the cumulative box office revenue for the latest film. Back then, not so much.

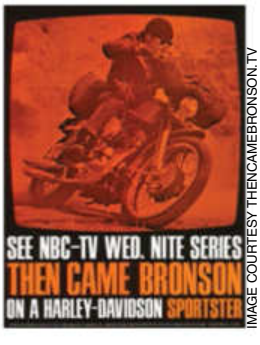


IMAGE COURTESY THENCAMEBRONSON.TV

Moreover, *Then Came Bronson* represented a type of TV show that was in tune with its time. It was inspirational and exciting and highlighted the generational shift and changing times that were taking place in our society during the 1960s and early '70s. Today, you can get it on DVD. Better yet, track down an old Ironhead Sportster from those days to make it your Great American Freedom Machine! And don't ever forget … hang in there, man! **AIM**









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I Still Get High On Motorcycles

YA KNOW, WORKING IN THE MOTORCYCLE industry was my dream when I was a kid, and I've been living my dream for many, many years now. It's crazy that a dream you had as a kid can still be a powerful motivation 50 years later, but in my case, it's as strong now as it ever was. Maybe even stronger! When I was 7 years old, I started noticing motorcycles and, more specifically, choppers! I got my first bike, a minibike, at 9 years old. My life had changed forever; motorcycles have consumed my life. I remember how I couldn't wait to get out of school so I could ride my motorcycle. I didn't have any interest in anything that didn't have two wheels and an engine. I was never a great student, and I blame my love for motorcycles. I have to blame it on something, so that's what I'll go with!

As I grew older, my motorcycles got bigger and faster and more custom in appearance. I moved up to a Honda 100, then a Honda 125, Honda 250, Suzuki 400, and a Yamaha 650. Then finally in 1977, I bought my first Harley, a 1974 XL1000 Sportster. Man, was I proud to own a Harley! I learned a lot owning that Ironhead. I learned how to work on it, and I learned how to customize it. Looking back now, it's crazy because riding that Harley was really nothing special as far as horsepower or ridability, but it was something very special in my mind. I guess it's just a feeling you get when you ride an American-made motorcycle that you've wanted for so many years.

So now that I was riding a Harley, my buddies all got Harleys, too. We thought we were some really cool cats. Being in our early 20s, we rode our Harleys to work every day and we ran the streets at night! I also had a Husqvarna dirt bike that I loved to ride off-road during weekends. I was so happy back then, but I wasn't content with where I was in my life. I wanted more, much more! The tough part was that I didn't know exactly what I wanted, but I did know that I was absolutely motorcycle crazy. Pretty much all I wanted to do was work on and ride motorcycles. I remember my boss yelling at me one time because he told me to go pick up his lunch, and I was glad to because it gave me a chance to ride my Sporty. He told me that I should take the shop truck, but he guessed he didn't care as long as his lunch was still hot when I got back!



Running my own motorcycle shop still makes me as giddy as a schoolgirl on her way to the prom!

Running my own motorcycle shop still makes me as giddy as a schoolgirl on her way to the prom! I mean, everything I do revolves around motorcycles. These days are still tough, but not because of the motorcycles. They're tough because of the motorcyclists! Ya know, the nut bucket behind the handlebars. It's crazy how so many motorcycle owners disrespect their bikes. That blows my mind because a motorcycle is like a good friend, someone to love and respect. Just this afternoon, I had a goon on an older H-D bagger pull in front of my band stage and hold his throttle wide open, sitting on the rev limiter! He literally did this for several minutes straight until I could yell at him, "Don't do that!" He stopped, but he kept on apologizing, "I'm sorry, Rick. I'm sorry, Rick." I told him "Listen, you have a loud Harley. That's nothing special. Everybody out here has a loud Harley, so shut that bike off!"

Years ago when I was in high school, a guy asked me if I get high, and I told him that I get high on motorcycles. Well, fast forward 40 years, and I still get high on motorcycles and I will until the day I die!

P.S.: scratching and wondering. Whatever happened to Samantha Stevens? Boy, could I use a wife like her today!

Rick owns Strokers Dallas Motorcycle Shop, Strokers Ice House Beer Joint, Strokers Ink Tattoo Parlor, RF Custom Victory Parts, and Big State Foundation Grill. Check out his web site at StrokersDallas.com.


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PROUD FATHER My son Nic recently graduated from Central Michigan University's Army Reserve Officer Training Corps (ROTC) program. He was then accepted into the US Army Aviation school at Ft. Rucker, Alabama. Shortly after moving there, he purchased his first Harley, a 2005 Electra Glide Standard. This past June, I drove my 2000 Road King down to Alabama to visit Nic and do some riding together. I just want to say how proud I am of my son.

ANTHONY PALKA
Via Internet

EL PRIMER VIAJE I've been a subscriber for quite some time now, and I always get a kick out of the pictures sent in by readers. This is my mother-in-law's first ride on a big *motocicleta*. She was visiting us from Colombia this past summer, and she's always wanted to see what it was like on the big moto. My bike is a 2007 FLHTCU. This one's for you, Tita!

JON LOCKE
Roseville, MN



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-Thank you,
Rick Rademacher

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BARN FINDS? I went riding with some friends on a beautiful spring day in Snohomish, Washington. One of our



photo stops was at a friend's farm in front of the old barn. From right to left are a 2009 Softail Deluxe, 1999 Fat Boy, 2014 Sportster SuperLow, my custom 1999 Road King Classic, and 2012 Wide Glide. There's nothing like a sunny day with great friends.

JEFF WILSON
Snohomish, WA

NO TIME LIKE THE PRESENT I just turned 68 and have never been on a bike, let alone own one. Thanks to



my beautiful wife who encouraged me to buy one, I now own a 2014 Harley Iron 883N. I've affectionately named it Black Pearl. I look forward to some enjoyable years of riding. My only regret is that I didn't do this a whole lot sooner. But better late than never!

JOHN KARAS
Milwaukee, WI

US VS. THEM? I Hello, Buzz, I just read your latest column, Us. Vs. Them? (issue #328), where you explain that in England, riders were wearing hi-viz textile riding suits, full-face helmets, gloves, and other protective gear. You said that it's "something we almost never see here in the US." Granted, at Harley/cruiser-type gatherings, such gear is rare. But, surely, you know that homegrown American companies such as Aerostich and Motoport are the inventors (and still the leaders) of hi-viz textile riding gear? Many of us have been happily motoring along in them for decades. They're fairly ubiquitous in sport-touring circles, both for their functionality and for the protection they afford in case of the unexpected. And since they were invented, designed, and manufactured here in the US, they're as American as apple pie. You also didn't mention riding competence in your column. Considering the requirements just to obtain a motorcycle license in England far exceed even the most advanced state-sponsored motorcycling course — whether it's Motorcycle Safety Foundation (MSF), Team Oregon, etc. — it's not difficult to guess why the average English motorcyclist can ride circles around the average American biker. Keep up the good work in *AIM* and, as always, ride safe!

MIKE LEVY
Bergenfield, NJ

US VS. THEM? II As a Brit now living very happily in the SoCal sunshine, I'd like to add a few thoughts to Buzz's column, Us Vs. Them?, in issue #328. On the whole, Buzz's observations about the difference in attitude towards protective clothing over here and over there seem pretty spot on, but there's an additional factor that should be thrown into the mix. Let's quote that old Bill Withers song, which could've been written specifically about the UK because there "ain't no sunshine." So more clothing, be it protective or not, is necessary 363 days of the year.

On the other hand, I think Buzz has it all wrong when it comes to comparing the two police forces. The idea that the British police have a gently, gently approach to bikers (and ordinary mom and pop motorists come to that) would

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be laughed out of court there. The UK police forces have been under attack for years/decades for the amount of time they spend hassling and fining road users instead of chasing real criminals. Indeed, just this month, one of the largest forces has admitted it no longer bothers to investigate most burglaries. Yet traffic-related fines continue to mount. Buzz may not have noticed them, but the UK is awash with speed cameras. Those, combined with the constant threat of a patrol car hidden behind a hedge and ridiculously crowded highways, make riding there a bit of a mission. I can't tell you how much more fun it is to be riding the roads here in comparison. I count myself one very fortunate man. Sorry for the rant, just needed to get that off my chest.

STEVE WARD
San Diego, CA

LONG-DISTANCE INSPIRATION

Buzz's stories about long-distance rides on vintage motorcycles inspired me! I



thought I needed a bike specifically designed for touring, but with Buzz's inspiration, I rode my 2010 Fat Boy on a 17-day, 4,616-mile trip from Marietta, Georgia, near Atlanta, to Santa Monica, California, and back in September. My plan was to take it easy, so I allotted the whole month of September using back roads. My lack of patience, however, kicked in the first day, so I mostly used Interstate-40, going west. I rode Interstate-10 and Interstate-20 for the eastbound return. I rode alone because none of my buddies could take that much time away. My Fat Boy was a pleasure to ride, as usual, and performed flawlessly. The only additions to the bike are a windshield and a custom seat with a backrest for my vintage back. Thanks, Buzz!

SAM WHITEHEAD (NOT THE ONE ON YOUR STAFF!)
Marietta, GA





WHO RESCUED WHOM? My dog was a rescue dog but, at times, I really wonder who rescued whom? She's a



2-1/2-year-old papillon who started riding with me at four months and has been with me ever since.

JASE POLK
Via Internet

THE POTTY GARDENS OF POTSDAM While enjoying the beautiful autumn weather here in New York along the Canadian border, I stopped in Potsdam at a fun local spot. Potsdam has several "potty gardens"



that have been set up by a local businessman to protest some questionable zoning decisions. If you ride through the area, be sure to stop and check them out. My bike is a 2010 Super Glide Custom, which I bought with very low mileage. So far, I've swapped the handlebars from beach bars to drag bars, put new tires on it, and ridden it all over the place. She sure eats up the miles!

THOMAS MORRISON
Potsdam, NY

IN NEED OF A RAFFLE BIKE WIN First off, I would like to say I absolutely love your magazine. I've read a lot of different motorcycle magazines, and not only is *American Iron Magazine* my favorite, but it's the best motorcycle magazine I've read. Ever. I'm actually writing this letter because I haven't seen you guys doing a motorcycle raffle lately, and I was wondering when you're doing your next one. I'm asking because I would like to enter it in hopes of winning a badass motorcycle! In all honesty, I could really use a motorcycle raffle win. I've been so depressed since I lost the first motorcycle I'd ever owned; somebody clipped me on the road, and it was totaled. Due to my financial situation, I can't afford to buy another one, nor does it look like I ever will. Anyways, if you could just let me know when the next motorcycle raffle/drawing is, I would appreciate it very much.

MARK A. ELDRIDGE
Via Internet

Mark, your wish is our command, at least this time. We start building the 2016 Official Motorcycle of Daytona Bike Week in this issue! — *Chris*

FLYING SIDECAR Jim, I just read your article, 1975 H-D FL With Sidecar (issue #328). It was nice to see an article about a FL with a hack. The rig is very nice. As you said, it's true that there's "always time for a little fun on the side." It's been said that sidecar riders "are a little off-center." That being said, I have to comment on one statement made in the article. Only a hack driver would notice this.

At one point, it reads: "The real fun? That's picking up the third wheel while making sharp left-hand turns!" That would be true if the car were mounted on the left side of the bike, as it would be if it were mounted in England: on the left side of the bike. However, the car in the article would only fly, raising the car wheel (when the car is mounted on the right side), if the speed of the turn were fast enough and the radius of the right-hand turn were tight enough. A fast left-hand turn (rig mounted on the right side) will only skid the rig or, in the worst case, the rear wheel of the bike will come off the ground as the whole rig flips forward and towards the right side. It's the centrifugal force that will raise the car when making a fast and tight right-hand turn. It does sound counterintuitive, but it's true. I know this because I took the Evergreen Sidecar class in Seattle, where I learned why the car can fly and how to fly the car on purpose. I've "flown" my car with and without my wife in it.

MIKE TWITCHELL
Boise, ID

As a kid, my mom used to correct me all the time because I had the hardest time keeping my lefts and rights straight. It seems 60 years later that's still the case. Let me leave you with this sage piece of advice from my mother: "two lefts don't make a right." Ride on! — *Jim Babchak*

KICKSTART MY HEART We met Buzz and his fellow Indian riders in Winner, South Dakota, this year while



on our way to Sturgis. I'm putting my photo album together and came across this photo! I thought you all might enjoy it. Hope our paths cross again! It was a fun night.

KENNIE AND JEFF DEHAMER
Via Internet

NO THREE-WHEELER RULES Jim, I read your column, To Restore Or Not To Restore (issue #319), about the Servi-Car trike you just bought. My opinion is for you to change it anyway you want, as there are no rules! Like you, I'm a trike fan. However, I've also homebuilt two-wheelers. I've done four trikes (including a Servi-Car) that I either built from scratch or transformed from two-wheelers with Frankenstein rear ends. I usually end up fabricating my own muffler brackets, footpegs, sissybars, fenders/brackets, luggage racks, and whatever else I need. More importantly, I'm always looking for fellow three-wheel riders, as my wife and I cover a lot of ground. We went to Alaska this past summer, riding through British Columbia, Alberta, and Yukon on the way. We're always riding through New York and all of New England. We've also ridden to Montreal, Quebec City, and Nova Scotia and to Daytona, Sturgis, and Laconia. We can always meet halfway, Jim! Anyway, I really enjoy your columns.

DENNIS DOLCE
Southington, CT **AIM**

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BRAKING BAD

Which stops faster: cars or motorcycles?

WE KNOW THAT BIKES CAN EASILY OUT-accelerate most cars because the ratio of power-to-weight is better for motorcycles. This quick, exhilarating acceleration can also get us into trouble — especially if we might not be able to stop as fast as the cars around us. Whoa! Before you give me the argument that bikes are lighter than cars and therefore stop faster, let me give you a bit of context about what prompted me to write this article — and put my head on the proverbial chopping block.

I happened to meet Chris Maida, editor of this magazine, on an organized ride through Arizona in 2015 by Twisted Trailz motorcycle touring company. It was an amazing experience that you can read about in this issue. During the eight days that I rode with Chris, I had the opportunity to pick his brain on the many mechanical quirks of my 2008 FLHTCU Electra Glide. I mentioned to Chris that I thought cars generally stopped faster than bikes. We debated this topic a bit with no certain outcome because there are many variables to consider: type of bike, road conditions, brand of tires, amount of rubber contact with the road, weight of the bike, skill of the rider, etc. I should note that Chris is a tough guy to debate because of his extensive knowledge about bikes — like debating a master mechanic and motorcycle encyclopedia rolled into one. Be prepared to lose! The debate ended with Chris saying, "This would be an interesting topic to explore in an *AIM* article. Why don't you write one?" Challenge accepted. But I had no idea that I was opening a Pandora's box of issues. This might be why Chris was smiling when I accepted the challenge.

To state the obvious, regardless of which stops faster, cars have the inherent advantage in the event of a car and bike tango: multiple air bags, crumple zones, seat belts, and mass. Our vehicle (the motorcycle) doesn't have a single air bag and our body is the crumple zone. Knowing the limits of our equipment can only help us make better real-time decisions when we ride.

For many years, I've believed that the average car could stop faster than the average motorcycle. This may not have been true a couple of decades ago. Motorcycles used leading edge brakes, tire compounds, and so on, long before the average car had advanced braking technology and Antilock Braking Systems (ABS). That has all changed. Today, it might be more common to get ABS on a car than on a bike. Cars with a lower center of gravity and four wheels are also fundamentally more stable during panic stops. This should be especially true as the weight of any braking vehicle shifts toward the front wheel(s) during moderate to heavy braking. Motorcyclists can be reluctant to use the full force of their front brake during panic stops for fear of losing control. That being the case, the rider just gave away the largest portion of his braking ability. Before I show the numbers, let's look at some key factors related to the physics of braking.



The two-fingered right-hand braking technique can decrease your braking reaction time by 0.15 seconds, which when traveling at 60 mph, equates to about 13′ in stopping distance.

Physics Of Braking

WHEN YOU APPLY THE BRAKES ON A CAR or bike, you're converting kinetic energy (motion) into friction (heat). The friction

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coefficient in this discussion (the force of friction between two objects) is between the brake calipers and the rotors, and the tires and the road. Bikes being much lighter than cars generate less downforce and may not achieve a maximum friction coefficient between the tires and the road, which can cause tires to skid prematurely. So, thinking that the heavier car automatically loses the "braking distance" test because something heavier takes longer to stop is a fallacy. There is a point where the weight of a vehicle overcomes the ability of the tires to grip the road or, more likely, the brake pads to grip the rotors and dissipate heat. A car at about 4,000 pounds won't likely experience this issue unless running at higher speeds. Heavier car and pickup truck stopping distances substantially increase at speeds over 80 mph because the brakes can't deal with the excessive caliper-to-rotor heat energy, which increases as the square of the speed. At much higher speeds motorcycles probably have the braking advantage with their lower weight. In extremely heavy vehicles, such as tractor-trailers, where the weight factor can easily overwhelm the ability of the brakes to dissipate heat (tire traction not the issue), stopping distances increase dramatically. For example, buses need 280' to stop from 60 mph, while single-unit trucks and tractor-trailer (semi) trucks need 335'. That's more than the length of a football field! (Note: this data is for buses and trucks over 10,000 pounds in weight.)

High-performance cars and bikes are generally better at stopping because of advanced tires, suspensions, and brake systems. However, as noted above, recent advances in general automobile ABS put the best stopping bikes on par or worse than many cars. We won't even discuss custom bikes where the builder may have sacrificed suspension and braking capability over great looks — form over function.

Cars, with four wheels and a lower center of gravity, have a more stable platform for braking (braking vector) in most conditions — assuming that the tires, brakes, and suspension are in good repair. You never see a car flip from locking up its front brakes. I've seen a car spin out of control in a panic stop in dry conditions, likely due to worn shocks and brakes.

Drivers of cars don't need to balance or be concerned about fishtailing, high- or low-siding, or how much pressure is exerted on the front versus rear brake. There's no real skill requirement, especially if the car is equipped with ABS. Bottom line: motorcycles are not the best stopping vehicles on the road. In fact, high-performance cars are way ahead of the pack in stopping capability. Look at the numbers and draw your own conclusions. Just don't think for one minute that your bike will outstop a

Here's the stopping distance data (60 mph to 0) for a sampling of cars and bikes. I found this information on the Internet and validated all of the numbers through these agencies and testing sponsors: NHTSA 2013; Insurance Institute for Highway Safety 2014; *Consumer Reports* independent testing 2011; *Motor Trend* 2015; Edmunds 2014; *Cycle World* 2015.



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Though much larger and heavier, with a minimum base curb weight of over 4,500 pounds, an ABS-equipped 2013 Chevrolet Silverado pickup truck can stop faster than the same year Electra Glide.

WHICH STOPS FASTER?

Minivans:	
2015 Kia Sedona:	118'
2015 Toyota Sienna:	121'
2014 Chrysler T&C:	126'
2015 Honda Odyssey:	126'
Sedans & Hatchbacks:	
2014 Honda Civic:	118'
2012 Kia Rio:	119'
2013 Honda Accord:	117'
2014 Mazda 6:	121'
2013 Toyota Camry:	120'
2014 BMW i3 eDrive:	108'
2015 Honda Fit:	127'
2015 Tesla S 85:	113'
Pickup Trucks:	
2013 Ford F-150:	132'
2013 GMC Sierra 1500:	137'
2013 Chevy Silverado:	138'
2013 Ram 1500:	142'
2013 Nissan Titan:	144'
2013 Toyota Tundra:	150'
Superbikes:	
2012 BMW S1000RR:	119'
2012 Ducati 1199 Panigale S:	119'
2011 Ducati 1198 S:	117'
2011 Honda CBR 1000RR:	134'
2011 Suzuki GSXR-1000:	140'
2011 KTM RC8R:	135'
2011 Kawasaki ZX10R:	129'
2011 Yamaha R1:	137'
Supersports:	
2011 Yamaha R6:	124'
2011 Honda CBR600RR:	126'
2011 Ducati 848 EVO:	127'
2011 Triumph 675R:	126'
2011 Suzuki GSXR-600:	122'
Cruisers & Street Bikes:	
2015 H-D Street Glide:	133'
2015 H-D Street 750:	152'
2011 Yamaha Star Stratoliner:	142'
2015 Indian Chieftain:	122'
2011 Kawasaki Vulcan Vaquero:	144'
2013 BMW R1200-RTP:	144'
2013 H-D Electra Glide:	144'
2010 Yamaha Star Raider S:	124'
2010 H-D Softail Rocker C:	125'
2010 Victory Vegas Jackpot:	129'







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car, especially in a panic stop. Thus, it's better to know and compensate for this dynamic in how you ride. Likely, the safest bet is to allow enough room between you and the car in front with the assumption that the car will outstop you. And maybe assume that you can stop quicker than the car behind you because of your quick reaction time. Therefore, allow even more distance between you and the car in front with a plausible escape route, so as not to get hit from behind in a panic stop.

What To Do

IS THERE ANYTHING ELSE WE CAN DO AS riders to put this information to good use? Sure, be prepared. The NHTSA estimated that the typical motorcycle accident gave the rider less than two seconds to react to avoid a collision. What can be done in two seconds to improve one's odds?

Be aware of the physics of stopping your bike and what you need to do to get the best braking performance in an unforeseen situation. This includes making sure your bike's brakes, shocks, tires, and suspension system are well-maintained.

Have a mental strategy to proactively avoid and cope with the accident scenarios that will likely occur. The top nine are a driver makes a left turn in front of you; you hit gravel in a blind corner; you enter a turn too fast; a car changes lanes into you; a car hits you from behind; a riding buddy is stupid, not paying attention, or fooling around (maybe popping wheelies) and runs into the bike ahead of him; you locked your front brake in a panic stop; a car door is opened as you pass it; and it's slippery and down you go. Regarding the first scenario, when a driver makes a left turn in front of you, about 50 percent of all fatal motorcycle crashes involving a passenger vehicle were intersection crashes. 50 percent! Heads-up and get off the gas at intersections. Statistically, intersections are a biker kill zone.

Experiment with and adopt riding techniques that will quicken your reaction time. For example, the two-fingered right hand braking technique can decrease your braking reaction time by 0.15 seconds. Saving 0.15 seconds reaction time at 60 mph equates to about 13' in stopping distance — the difference between stopping just in time and kissing chrome or a fixed object. Here's the technique: rest your index and middle finger on the front brake lever when in situations that might require quick reaction time. Use your ring and baby fingers and palm to control the throttle. I've tried this technique while lane-splitting in California's terrible Silicon Valley traffic. It works great on my bagger.

Let drivers know what you are doing: use signals. Stay out of a car's blind spot, especially on a highway. In other words, help the people in cars anticipate your moves. My rule of thumb is to look for the driver's eyes in his side rear view mirror when passing. If I can see his eyes, he can see me.

Don't ride under the influence. In about 35 percent of motorcycle fatalities the driver of the bike was under the influence of alcohol (0.08 blood alcohol content/legally drunk). When we need our reflexes most, we have dulled those with America's popular drug. Stopping distance is composed of mental processing time plus physical reaction time plus vehicle reaction time plus braking distance. If we're drugged, we don't perform the first and second actions well.

And as Don Gomo writes in his *AIM* column Safety Skill, continuous learning is key. We should all pay attention to Don's articles. I've been riding over 40 years, and I do learn something from time to time from this talented colleague.

Conclusion

AS RIDERS, WE ALL HAVE ONE THING IN common: we love motorcycles. We love the freedom, the exhilaration, the connection with the environment, the adrenalin rush, the independence. It's our choice how we do it, and the level of risk that we're willing to assume.

My suggestion is that we all make an attempt to know our limits and ride within those limits. And knowing that we are statistically doing something that has an element of risk to it, avoid or be prepared to handle those "braking bad" situations.

My debate with Chris on this topic ended in this article. Next time I see Chris and want to discuss a hot topic regarding bikes, I think I'll just keep my mouth shut and ride. **AIM**

CARS THAT WILL ALWAYS WIN

2011 Chevrolet Corvette Z06 Carbon:	93'
2008 Ferrari 430 Scuderia:	93'
2012 Chevrolet Corvette Z06 Centennial:	94'
2012 Lexus LFA:	94'
2010 Porsche 911 GT3:	94'
2010 Ferrari 16m Scuderia Spyder:	96'
2009 Audi R8 5.2:	96'
2009 Chevrolet Corvette ZR1:	97'
2008 Dodge Viper ACR:	97'
2011 Porsche 911 GT3 RS:	98'
2010 Lamborghini Murcielago LP670-4 SV:	98'
2011 Nissan GT-R:	99'
2009 Porsche Boxster S:	99'

When comparing a motorcycle to a high-performance car with high-performance tires and brakes, we lose hands down. The car will always win, and you can bet that your face will be firmly planted on the bumper if you wind up in a panic stop behind one of these bad boys.



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This 2015 Chevrolet Corvette Z06 stops in less than 100' (96'), which is way better than any motorcycle, even the superbikes.

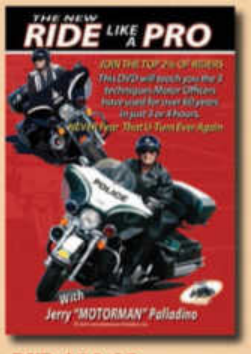
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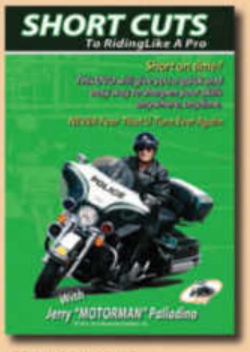
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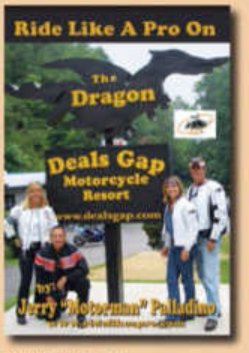
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1957-1985 Ironhead Sportsters

Part II: Harley's alphabet system, and various Sportster models with some of their specs

SOMETIMES, THERE ARE MULTIPLE EXPLANATIONS for the same Harley-Davidson model letter designation. Original acronym meanings may morph into newer ones as the years pass. Plus, the Harley rider might ignore Harley-Davidson meanings and institute his own. Certainly, Harley-Davidson has had difficulty with continuity and definition. With so many models spanning so many years, a 27-letter alphabet proves inadequate. The confusion begins with the letters *X* and *L*.

The 900cc Models

THE SPORTSTER DESIGNATION *X* SUPPOSEDLY DERIVES AS THE sequential letter following the *U* and *V* used to denote the *74*" and 80" flatheads and the W-series 45" flatheads. This begs the question of why the Sportster did not become an *L* model following its predecessor, the 1952-56 Model K series flatheads. I believe the reason is simply that the letter designator *L* was previously taken years before to designate sidecars.

The Sportster designation *X* supposedly derives as the sequential letter following the *U* and *V* used to denote the 74" and 80" flatheads and the W-series 45" flatheads. The letter *L* sometimes means low compression on the Big Twin FL models, whereas the H in FLH sometimes means high compression.

The letter designator *L* sometimes also means low compression on the Big Twin FL models, whereas *FLH* sometimes means high compression. Sometimes the opposite is true. Letter designators can become confusing as the years roll by and meanings change. I think the XL is following its big brother the Big Twin with the *L* in FL and FLH for continuity. XL may also mean Experimental Lightweight.

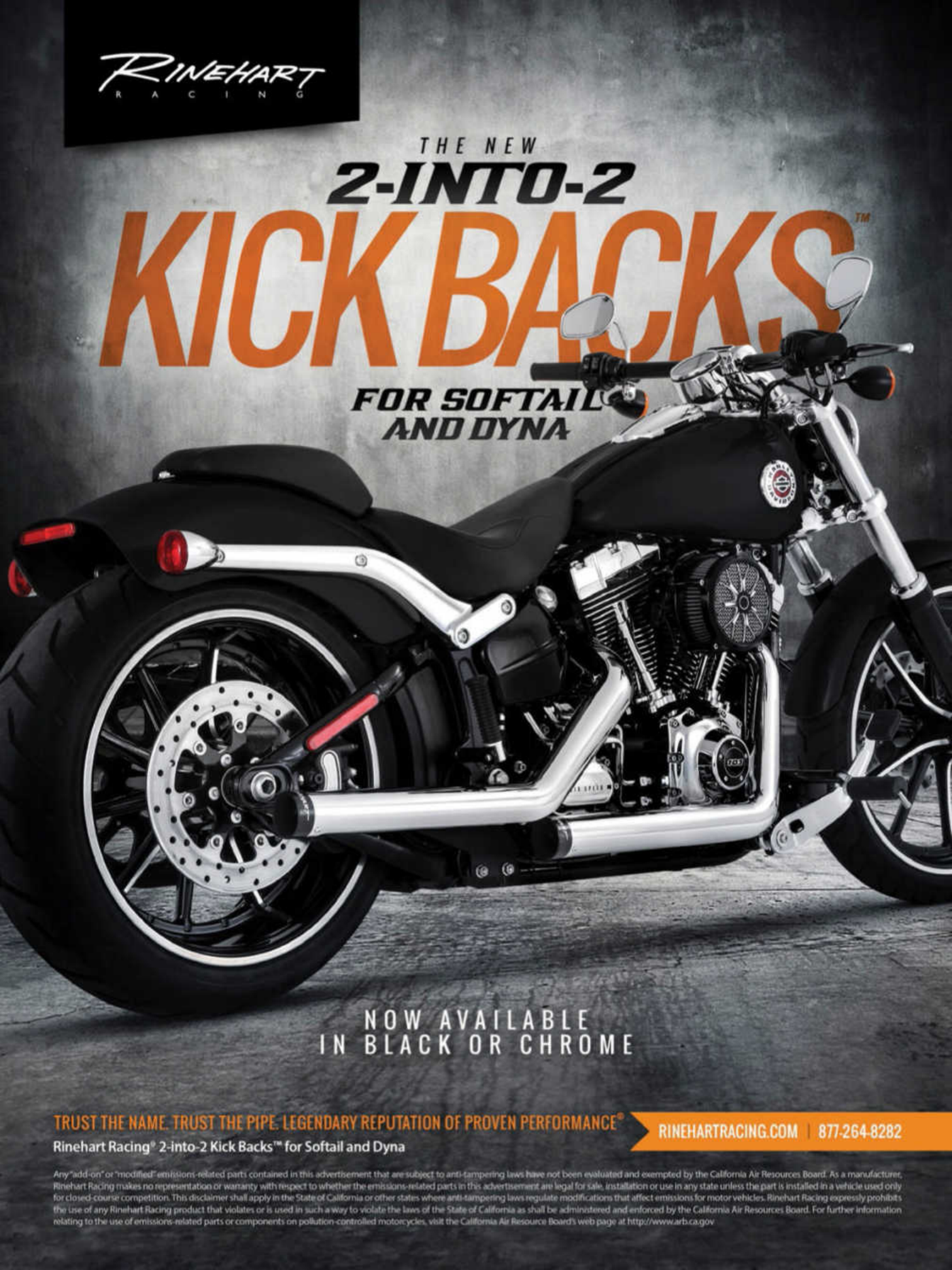
Some believe that the *C* in XLCH is the letter designator for California, since the first release of XLCH models occurred in California. However, I believe the *C* almost certainly denotes competition since the XLCH was introduced first as an off-road model for scrambling, dirt track, and hillclimbing. Ditto with the 1958 XLC. Some also postulate that *CH* is the letter designator for Competition Hot. It certainly was competitively hot when compared to the 1957 XL. It had larger intake valves producing higher horsepower. Its 9:1 compression ratio gave much more oomph (torque) than the XL's 7.5:1 compression ratio. The *C* in the 1977 and 1978 XLCR certainly meant cafe as in Cafe Racer. Hot, highway, higher performance are some misinformed meanings for *H*. The letter *H* stands for high compression. However, *H* did designate heavy duty until 1951.



One might think the letter *R* means Roadster, but it's reserved for racing as in the vaunted XR-750. It also means racer as in Cafe Racer (1977-78 XLCR), as well as the 1983-84 XR-1000. Since *R* already connoted racing, the letter *S* illogically means Roadster as in the 1977-85 XLS Roadster. The letter *T* means touring with the 1977 XLT.

A second X in the nomenclature, as with the 1983-85 XLX-61, I believe must mean stripped down because this bike was one of the few bargains from Harley-Davidson. It retailed for $3,995 in 1983 when other Sportsters sold for much higher prices. The digits *61* stand for 61 cubic inches (1000cc). H-D was trying to bring new riders into the fold with the XLX-61. There was a program that offered anyone buying this model to get the full $3,995 purchase price back as a trade-in on a Big Twin.

By the way, the letter *A* will crop up from time to time and it's the letter designator for army. This Sportster, as exampled by the XLA, will be a military vehicle. The year delineations will certainly be incomplete as military orders


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were sporadic, sometimes too small to be noted, and sometimes not recorded by H-D because these bikes were not available to the general population except as military surplus.

In 1957, the XL was the first and only Sportster model, except for the XLA army version, for that year. The XL is sometimes referred to as the XL Standard. It has a medium compression engine (7.5:1), ignition by a circuit breaker, and horsepower output, measured at the engine sprocket shaft, is 40 at 5500 rpm. Some manuals say this model produces 42 hp at 5500 rpm. Torque measured at the engine sprocket shaft is about 45 ft-lbs. at 3600 rpm. Horsepower and torque figures are approximate because different H-D sources give different figures.

However, horsepower output increased in 1958 due to larger intake valves and the resulting increased breathing ability. Torque also increased in 1958 on the high compression models (9:1). The Deluxe Options Package continued over from the K Models. It cost $81 and included chrome handlebars, stainless steel handlebar clamp cover, chrome headlight, polished instrument panel cover and steering damper knob, Jubilee horn, and miscellaneous chrome trim. A chrome front crash guard cost extra. The SP#3 option package, also known as the higher road clearance kit, came with Grasshopper Goodyear tires and prepared the Sportster for off-road California desert and canyon riding. Parts books started referring to the XLH as XL in 1979. This is confusing since the original 1957 XL was discontinued in 1959.

As stated before, *A* is the letter designator for army. Year(s) recorded for military special order vehicles will be sporadic and incomplete. About 418 XLAs were delivered to the US military in 1957. There were approximately 1,983 XL models sold to the general public in 1957. Introduced in 1958, the XLC is a one-year-only, off-road bike without lights and a magneto ignition with medium compression. The *C* designation denotes competition. Horsepower, measured at the engine sprocket shaft, is 40-42 hp at 5500 rpm, depending on the information source. Torque measured at the engine sprocket shaft is 45-48 ft-lbs. at 3600 rpm.

The high-compression (9:1) XLCH models were introduced in 1958 as an off-road bike without lights and became known as the Super H as years went by. The XLCH became street legal with lights in 1959. The 1958-69 XLCH models utilize a magneto ignition. However, the magneto is advanced-only timing from 1958-64. This lack of retard timing capability probably gave the magneto its reputation for hard starting. Beginning in 1965, the magneto could be moved slightly on its base to provide for retarded ignition timing and easier starting. Horsepower, measured at the engine sprocket shaft, is 55 hp at 6300 rpm. Horsepower increased in 1958 with the addition of larger intake valves, which increased top-end horsepower due to increased breathing ability. Torque also increases in 1958 with the high compression models (9:1). Torque measured at the engine sprocket shaft is 52 ft-lbs. at 3800 rpm.

In 1960, the XLCH became known as the Super CH. The XLCH received a 12-volt electrical system in 1965, and in 1970 is got a circuit breaker ignition system. The XLCH was also known as the XLCH Super Sport and the Big Twin was known as the Super Sport Solo. The XLH became the first electric start Sportster model in 1967. The kick starter was then discontinued on some models, although it was possible to install one until the 1979 models.

The 1000cc Models

HORSEPOWER MEASURED AT THE engine's sprocket shaft on 1972-77



In 1957, the XL was the first and only Sportster model, except for the XLA army version. The XL has a 7.5:1 compression engine and ignition by a circuit breaker.

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models is 61 hp at 6200 rpm, while torque is 52 ft-lbs. at 3800 rpm. Horsepower on 1978-81 bikes is listed at 59.5 hp at 6400 rpm. Power figures begin to decrease then upswing again after 1981 because of engine compression changes. The compression is steady at 9:1 until 1981. Then, compression reduces to 8:1 for 1982, but increases to 8.8:1 on 1983-85 models.

An optional and very popular Hugger Package became available with a thinner seat and shorter shocks for those of us with short legs. Shorter front forks were introduced in 1981 for the same reason. A 16" rear wheel also became optional in 1981 for the look or/and the short-leg set. The 18" wheel was also optional for the high-speed rider who wanted a better final drive gear ratio.

In 1983, a Vacuum Operated Electrical Switch (VOES) signaled the new V-Fire III electronic control module (ECM) for advance/retard ignition settings based on manifold pressure conditions in the carburetor throat. The XLH uses a coiled spring clutch until early 1984. A diaphragm clutch spring was introduced midyear in 1984. The 156-watt generator and regulator/rectifier system is discontinued after early 1984 as the Sportster received its first alternator charging system on the 1984 models. The XLH continued its illustrious history after 1985 with an Evolution engine.

Special Models

THE 1977-78 XLT IS A TOURING VERSION of the XLH. It has a higher final gear ratio for more comfortable highway riding. The XLT is also equipped with a thicker seat, 3.5-gallon gas tank (like the FX Super Glide), FLH saddlebags, a windshield, and touring handlebars. The 1978 XLT has a siamese exhaust and a XLCR rear section is grafted onto the frame. About 1,100 XLTs were sold in 1977 and some reports suggest only six in 1978.

As for the 1977-79 XLCR Cafe Racer, there were only nine XLCRs produced in 1979 as Harley-Davidson sales plummeted to only 4 percent of the motorcycle marketplace. Willie G's sometimes creative genius, many times with no or low budget, came up with the XLCR, a failure for its time, though now this model is highly collectible. After all, Willie G morphed the XL and FL into the most successful model line ever, the FX Super Glide series, without any appreciable budget to do so. The XLCR design went against the wants and needs of the all-powerful traditionalist Harley rider. Surely, Willie G was using European styling influences in an attempt to attract a new and expanding market for Harley-Davidson. His motivations and design were good, especially considering what he had to work with. However, the Sportster XLCR could not compete with European and Japanese sport bikes on speed, handling, braking, and, above all, price. The XLCR Cafe Racer has a redesigned rear frame section to allow a straighter (vertical) positioning closer to the rear axle for superior handling capability over other Sportster models. It's also equipped with rearset footpegs, low handlebars, a 58.5" wheelbase, solo seating, a fiberglass rear fender section, a small race-type fairing, a four-gallon rectangular-like gas tank, gloss black paint, flat black siamese exhaust, and cast Morris mag wheels, which are cast aluminum, not magnesium.



The 1977-79 XLCR Cafe Racer, though a poor seller when introduced, is now highly collectable. The XLCR couldn't compete with European and Japanese sportbikes on speed, handling, braking, and, above all, price.

The 1979-85 XLS Roadster didn't become known as the Roadster until a year or two after its introduction. The XLS is the Sportster version of the wildly popular FXS Low Rider. It has 2" extended front forks, drag bars, 3-1/2" higher risers, siamese exhaust, highway pegs, a two-piece seat, and a 16" rear wheel. Shorter front forks were introduced in 1981 for the look and for those of us with short legs. A 16" rear wheel also became an option in 1981 for the look or/and the short-leg set. The 18" wheel was also an option for the high speed set who want a better final drive gear ratio. Starting with the 1983 version, a VOES signals the then-new V-Fire III ECM for advance/retard ignition settings based on pressure conditions in the carburetor throat. The XLS uses a coiled spring clutch until early 1984, with a diaphragm clutch spring introduced later in 1984. The 156-watt generator and regulator/rectifier was discontinued after early 1984 and was replaced by the Sportster's first alternator charging system in 1984.

The 1983-84 XR-1000 is another brainchild of Willie G. The XR-1000 is a much faster Sportster, which the XLCR was not. The XR-1000 is a cross between the XLX-61 street Sportster and the famed XR-750 off-road racer and has an engine displacement of 1000cc, not the XR-750's 750cc. The XR-1000 has newly designed cast-iron cylinders and not the aluminum XR-750

continued on page 108

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GOLD FEVER





Mike and Mark build an inexpensive, yet killer, Softail

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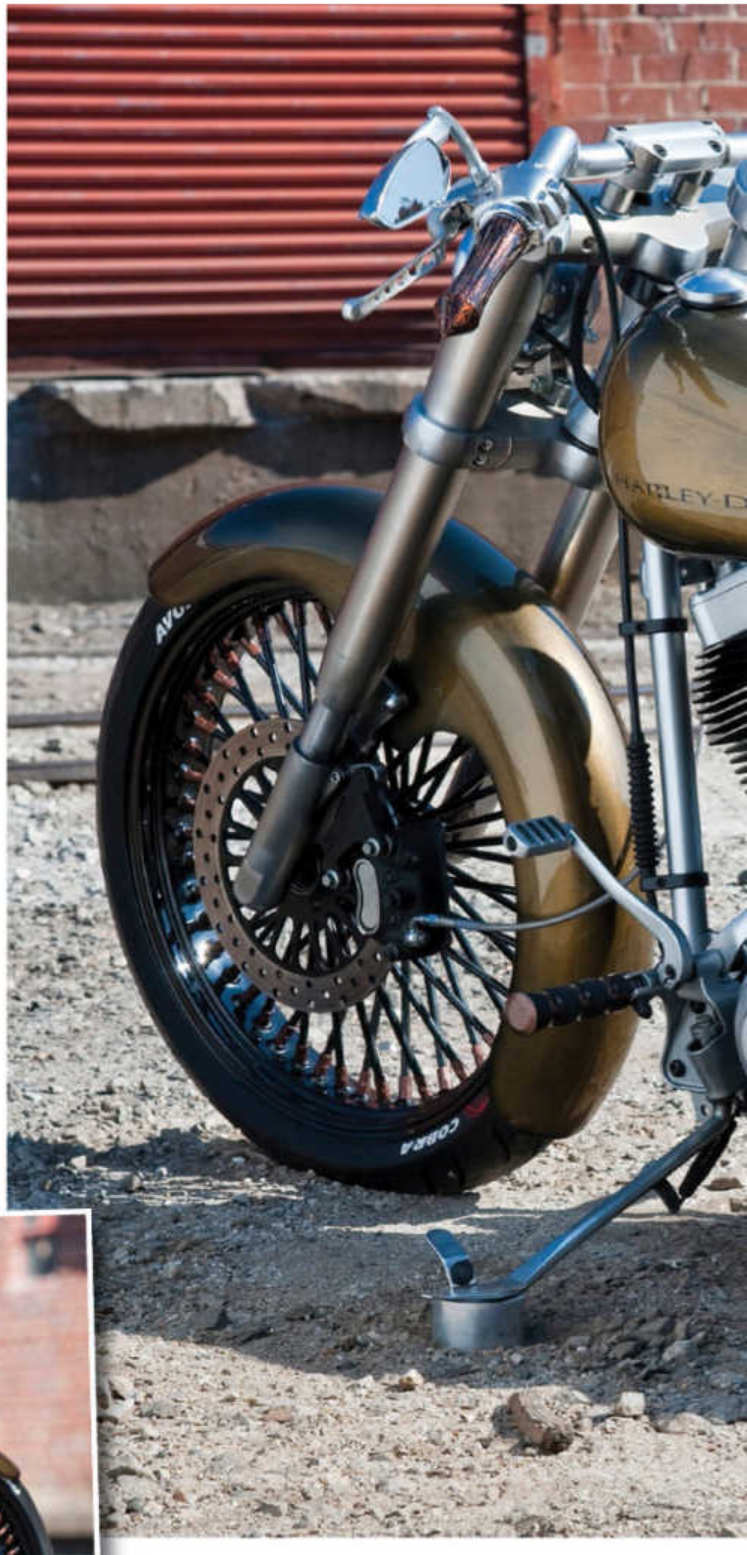
MIKE D'ATRI AND MARK TIBBOEL OWN A pretty cool motorcycle shop in Aberdeen, North Carolina, that goes by the name of Burnout Alley. The shop comes by the name honestly as Mike and Mark really like to burn the rubber off anything that rolls. Call them basic bad-to-the-bone hot rodders if you like, but according to Mike, that's a pretty good definition of what they do: building simple, reliable, quick motorcycles. And the emphasis is on quick. They also try to keep the build costs within reason. In fact, Mike tells us he just can't relate to some of the bikes out there that have $60,000-$80,000 — and higher — price tags.

That business philosophy is reflected in this killer Softail even though the bike happens to belong to none other than Mike himself. Mike tells us that he has no more than $16,000 in the entire build, including the buy-in price for the Softail. Impossible? Maybe not. A huge part of the build process is actually figuring out what looks good and what doesn't. Call it a vision if you like, but that definitely seems like it's the key. Case in point: note the lack of chrome on the machine. That was by design. And how Mike decided on the amount of chrome to be used throughout is pretty interesting.

The build began when Mike and Mark stripped the machine to the bone. (It was a low-mile used motorcycle, and with a bit of haggling, the price became "right.") Every chrome component was disassembled and carefully hand-brushed with Scotch-Brite pads and WD-40 to help keep the resulting texture uniform throughout. It boils down to a lot of labor and not a lot of cost.

Digging a little deeper into Mike's Softail, you see that the frame and the swingarm are pretty much stock. Yes, the rear section and brake pedal are riddled with holes, but milling those holes wasn't exactly a costly endeavor.

Out back, the bike wears a slightly larger-than-stock Avon AV72 Cobra 180/60VR-16" tire that's coiled around a DNA Fat Spoke 5.00-16" wheel. Up front, the fork was swapped for a 2"-under stock length, big tube DNA front end that holds another DNA Fat Spoke hoop that measures 3.50-21". The front tire is another Avon Cobra (120/70VR-21"). If there's a trick to the whole thing, it's found in the slammed hot rod look, achieved by way of a Shotgun rear shock air ride setup. According to Mike, it's pretty much a plug-and-play unit, and the way the air system works, it's equally simple to adjust the ride quality and height.





To match that slammed look, the Burnout Alley boys fabricated a cool bobbed rear fender. Look at it closely and you'll see they welded in



more than two dozen little tubes into the edge of the fender. Those tubes hold an array of equally small LED taillights. Up front, the 21" hoop is covered with a full-wrap fender from Kustomwerks. The gas tank remains stock and ditto the oil tank. As you can see, there's a lot more "stock" here than you'd expect at first glance.

Upstairs, Wild 1 Chubbys Street Fighter handlebars are mounted on 1" Wild 1 risers. The hand controls are (again) stock Harley-Davidson bits that have been modified, and their levers were drilled to complement the custom handgrips. The headlight is a Harley Daymaker accessory item, and the foot controls are drilled stock parts fitted with Harley accessory pegs. The license bracket is a no-name curved job that Mike feels suits the Burnout Alley taillight. The seat is also an in-house fabbed component that matches the left-side leather tool bag, which happens to be an aftermarket accessory of unknown origin.

Now for the fun stuff: the engine, and that's where

power-guru Mark took over. First, he stripped the Twin Cam to see what was — or wasn't — inside. First order of business was to bump displacement by way of a R&R Cycle 95" Stage II kit. In case you're wondering, this package makes for a nice blend of power and reliability, cranking out just over a 100 ponies on the dyno. According to Mike, it's pretty much a pussycat when it comes to ridability. Included in the mix are a set of CP 10.5:1 forged pistons, R&R 525 cams, adjustable Crane pushrods, a S&S gear-drive kit, and custom-reworked (CNC-ported) cylinder heads. The EFI system is a stock Harley-Davidson piece breathing through a Küryakyn air cleaner that Mike modified. The exhaust is based on a Bassani Firestorm 2-into-2 system that Mike and Mark also modified. The secret, they say, is in wrapping the inner primary pipes and drilling a series of holes in the outers. To finish it off, Mike went after the chrome (once again), brushing it to a dull luster. They teamed the stock chain drive primary with a Barnett clutch, and the gearbox is a stock five-speed. However, the belt final drive was converted to a chain setup.

The last thing on the mod list was the paint. This part of a bike build happens to be Mike's forte. You see, both Mike and Mark also own other business enterprises; Mark services high-tech medical equipment while Mike has a commercial painting company. Bottom line: Mike knows his way around surface finishes. He wanted something special for his own ride, and special it is. He started with a basic PPG black before spraying it with Porsche Gold, covering it again with Charcoal Candy. Before it all dried, he carefully brushed on the texture finish that gives this bike its signature paint job. It's a proprietary thing, but suffice to say, it totally pops in the sun. Moreover, it matches the bike's overall theme perfectly.



So what's the plan with the bike now? Riding it. Plain and simple. The truth is, the customized Softail hasn't been displayed at shows, and Mike really doesn't have any plans for gathering show gold with it anyway. Instead, he digs riding it. Believe it or not, this is his everyday go-to-work rider. It not only hauls you know what, but it looks deadly doing it. Best of all, it didn't cost Mike an arm and a leg to build. This build proves that the value of gold can be measured in dollars and sense. **AIM**

TECH SHEET

Owner:	Mike D'Atri
Builders:	Mike D'Atri and Mark Tibboel, Burnout Alley, Aberdeen, NC
Year/model:	2005 Harley-Davidson Softail Standard
Cost to build:	$16,000
Time to build:	Six months
Chromer:	Mike D'Atri
Polisher:	Mike D'Atri
Powdercoater:	Final Touch Powder Coating, Spring Lake, NC
Painter:	Mike D'Atri
Colors:	PPG black, Porsche Gold, Charcoal Candy

POWERPLANT

Engine:	2005 Harley-Davidson Twin Cam B
Builder:	Mark Tibboel
Displacement:	95"
Horsepower:	104
Cases:	Stock
Flywheels:	Stock, 4"
Cylinders:	R&R Cycle 3-7/8"
Pistons:	CP-Carrillo 10:5:1
Heads:	R&R Cycle
Cams:	R&R Cycle gear drive, .525" lift
Valves:	R&R Cycle
Pushrods:	Crane
Carb:	Harley-Davidson EFI
Air cleaner:	Küryakyn/Burnout Alley
Exhaust:	Bassani Firestorm, modified by Burnout Alley
Charging system:	Stock
Oil pump:	R&R Cycle, billet
Transmission:	2005 Harley-Davidson five-speed
Case:	Stock
Gears:	Stock
Clutch:	Barnett
Primary drive:	Chain
Final drive:	Chain, modified from belt

CHASSIS

Frame:	2005 Harley-Davidson Softail, modified by Burnout Alley
Front forks:	DNA 59mm inverted, 2" under
Swingarm:	Stock
Front wheel:	DNA Fat Spoke 3.50-21"
Rear wheel:	DNA Fat Spoke 5.00-16"
Front brake:	Stock
Rear brake:	Stock
Front tire:	Avon AV71 Cobra 120/70VR-21"
Rear tire:	Avon AV72 Cobra 180/60VR-16"
Front fender:	Kustomwerks
Rear fender:	Burnout Alley
Fender struts:	Burnout Alley

ACCESSORIES

Headlight:	Harley-Davidson Daymaker
Taillight:	Burnout Alley
Fuel tank:	Stock
Handlebars:	Wild 1 Chubbys Street Fighters
Risers:	Wild 1 Chubbys 1"
Seat:	Burnout Alley
Pegs:	Harley-Davidson
Dash:	Stock
Hand controls:	Stock
Foot controls:	Stock
Levers:	Burnout Alley

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.....but this crap is starting to bother me. It is.



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Man.....

When I think of all the things I did on a bike years ago..... never gave it a thought back then.

We'd spend the afternoon in Jimmy's then ride down to the beach for the usual meet. That's when things really took off.

It was fun, and you never thought of anything going wrong at the time, and they didn't. Usually.

And when they did it was all right, a few scrapes, bent fenders, footrests and so on. Gravel rash here and there - good stories for the bar. I guess we all have our stories, some we pump up, some we dampen down a bit - and after all a few bruises and scrapes were, well, manly. A macho thing.



It's funny, in all those years we never seemed to think about people pulling out in front of you, or diesel on the road, or something parked around that blind turn. Though thinking about it, Chalky should have - but then he had it coming.
He was really wild.

But now, I can't put my finger on it, but this crap is starting to bother me. It is. It can't be age, after all I don't need Viagra, not like those jerks on TV.

Seems every time I open the paper or turn on the news, there's a report of a rider down in some kind of situation.
And often guys just like me on bikes like mine.

That is getting my attention. It's all getting my attention - roads, traffic, trucks, stop signs, gravel - everything.

And that's how I got myself looking at these armored long johns from Bohn. Adventure Pants they call them. Though I'm not exactly looking for adventure, in fact I'm happy to be left alone.
If you know what I mean.

Well I ordered them on the internet one night, after I got home from work.
It swung the balance for me after Tom tipped himself off and into the ER.
He wasn't hurt bad, knee torn up, but avoidable. And that's what got me checking this stuff out when I got home after 1 a.m. that night.
Sitting for hours in an ET gets you thinking.

You could say I was ready to be convinced, and I ordered them right then and there.

So they arrive soon after and I tried them on - snug, and slipped my Levi's on over the top.

The first thing that hit me was you can't see them. Just looks like it's me and my jeans, as usual. Good.
That knee and shin armor seems really tough and molds itself to my knee.

That's the area I'm interested in, knees. They're stiff and sore in the mornings, and I sure don't want to introduce them to any more asphalt.

Last time I went down, it was stupid. In a parking lot for Pete's sake. Too many people watching, gravel, me looking cool and I guess gassing it a bit too much - anyway the back slides out and flips me over.

I knee'd the tank, right on the edge where it's hard.
Thought I'd knocked my kneecap off.



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The humiliation and pain is still with me. And the dent in my custom paint tank is still there as a reminder..
So I feel for my knees.

These pants also have pads in the hips that feel good, and tailbone and thigh pads - though I may take those out.
But they feel good, and no-one can see them.

That works.

PS: now got me thinking about that armored Bohn shirt - my black long sleeve T shirt would go right over the top.

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The ultimate in touring luxury



IT'S BACK! AFTER A TWO-YEAR HIATUS, HARLEY'S FLTRU Road Glide Ultra rejoins the Touring lineup, reporting for duty and sporting the same Project RUSHMORE amenities and upgrades — right down to the Boom! Box audio system and GPS touchscreen feature — found on the other FL models.

The FLTRU's long-distance prowess shouldn't have surprised me, either; only minutes after plopping my fanny onto our Road Glide Ultra's soft and cushy saddle, I was reminded that this bike is indeed meant for all-day touring. That, of course, prompted me to plan my own all-day ride on our Cosmic Blue Pearl model, and so I mapped out a course taking me to the lower desert here in Southern California, looping home 300 miles later.

Word was out that a couple of SoCal's hip street artists — Bandit and Spamoni — had recently finished an installation piece at Salvation Mountain, a noted landmark situated a few miles east of the Salton Sea in Imperial Valley, so I decided to see for myself, using that as my turnaround point. The man-made mountain, composed of adobe mud that's been colorfully painted, was created by the late Leonard Knight to convey his message to the world about God. Leonard began his project in 1984 when he originally settled in Slab City, an apocalyptic-like community of ramshackle structures and rickety motor homes adjacent to


HARLEY-
DAVIDSON
103



what eventually became Salvation Mountain. The makeshift city and funky mountain proved to be the perfect destination for my ride on the new Ultra.

The first thing I noticed after settling into the Ultra's plush saddle was how perfect the rider's triangle fit me. It was as if Harley's stylists configured this bike for good ol' 5'8" Dain. The 1-1/4"-diameter handlebar's bend and position — 1.9" higher than what's found on the Road Glide and Road Glide Special — comfortably place my hands and posture for all-day cruising, and the hip-to-foot position doesn't feel cramped or stretched out. The 28.4" seat height (when laden with a 180-pound rider such as myself) is about as high as I feel comfortable while balancing any bike at stoplights and such, although the 881-pound Ultra can begin to feel somewhat top heavy when maneuvering at low speeds or on gravel surfaces.

The view behind the new 13-1/2"-high windshield ain't bad, either. While the two sportier Road Glide models rely on the stubby, yet stylish abbreviated tinted windbreakers, the Ultra has a larger and clear, full windshield for blocking the wind. I can easily see over the windshield's top edge, so there's no annoying line break — common among some Electra Glide models — to distract my view of the road ahead. And despite the windshield's added height, the Ultra's fairing loses none of its aerodynamic advantages that Harley engineers worked so hard to achieve in the wind tunnel. Keep the RUSHMORE center vent and the two tunnel vents on either side of the steering head open, and you're rewarded with a nearly buffet-free ride. My full-coverage Arai helmet did catch some of the windblast over my head, but I suspect that a more compact half-shell helmet might escape trouble free when cruising at highway speed.

The first part of my ride to Salvation Mountain took me through North San Diego County, which is laced with some of the nicest two-lane roads in the region. With the Ultra's rear air shocks injected to about 20 psi, I hit the road. The frame-mounted fairing, sturdy 49mm-diameter fork legs,



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dual-compound Dunlop rear tire, and a rather stout chassis add up to a rock-steady ride through the turns. Of course, the more you fill the Ultra's 4.7 cubic feet of storage capacity with gear, the more you'll tax the bike's suspension. As always, to help keep the center of gravity low, it's best to pack heavier gear into the saddlebags, using the high-mount Tour-Pak for lighter items to minimize whatever tail wag you might encounter.

County Highway S22, with its bumps and dips leading into Salton City, especially challenged the Ultra's suspension damping rates. But in the end, the ride couldn't have been any smoother had I been in a Cadillac. State Route 86's stretch of four-lane highway along the Salton Sea is smoother than most roads I've ridden, rewarding the Ultra and me with a near perfect ride for the next 30 miles or so before veering for Salvation Mountain off of northbound State Route 111.

I brought along my smartphone, too, taking time to stash it in the Jukebox compartment on the right side so I could listen to my music mix. Reaching the audio controls feature (touchscreen selection in this case) is easier than on previous Road Glides, too, because Harley positioned the dash compartment 2" closer to the rider. The Ultra's quartet of 5.4" speakers, fed by the100-watt audio system, kept me entertained during the long stretches between fuel stops, but personally I don't mind turning off the tunes to enjoy the sounds of silence in the form of subtle wind noises and the engine's exhaust cadence during portions of any ride. I should add, too, that although I rode solo that day, the Ultra's passenger seat is both 1" wider and longer than on previous Road Glides, so two-up comfort is undeniably improved.

This is the first Road Glide to use the new Twin-Cooled High Output Twin Cam 103" engine, too. The liquid-cooled cylinder heads allow for a slightly higher compression ratio — 10:1 — helping produce 105 ft-lbs. at 3750 rpm and giving this bagger a little more throttle response than before. It won't necessarily pin your ears back during acceleration, but you'll welcome the responsiveness when you roll on the throttle. Our travels registered a low of 36 mpg and a high of 42, which agree with Harley's claimed high fuel mileage.



And in true RUSHMORE fashion, the Ultra checks in using Reflex Linked brakes with ABS. Tap the brake pedal, and the left front brake works in unison with the rear brake to slow you down with little fanfare. Keep in mind that for panic stops or for quick deceleration, it's best to simultaneously use the

TECH SHEET • Road Glide Ultra

Length:	102.2" (2595mm)
Seat height:	29.7" (755mm), unladen
Ground clearance:	4.7" (120mm)
Rake:	26 degrees
Trail:	6.7" (170mm)
Wheelbase:	64" (1625mm)
Engine:	Twin-Cooled, High Output Twin Cam 103 (1690cc), rubber-mounted, integrated oil cooler, Engine Idle Temperature Management Strategy and reduced-width primary
Compression:	10:1
Fuel system:	Electronic Sequential Port Fuel Injection (ESPFI), heated O_2 sensors
Coolant capacity:	1.1 quarts (1.04L)
Transmission:	Six-speed Cruise Drive/Isolated Drive
Front tire:	Dunlop Harley-Davidson 130/80-17"
Rear tire:	Dunlop Harley-Davidson 180/65-16"
Fuel capacity:	6.0 gallons (22.7L)
Oil capacity:	4.0 quarts (3.8L)
Shipped weight:	881 pounds (400kg)
GVWR:	1,360 pounds (617kg)
Front brakes:	Reflex Linked ABS, Brembo dual fixed four-piston (32mm) calipers, dual 11.81" x 0.20" floating rotors
Rear brake:	Reflex Linked ABS, Brembo fixed four-piston (32mm) caliper, 11.81" x 0.28" fixed rotor
Exhaust system:	Chrome 2-into-1-into-2
Front forks:	49mm, telescopic
Rear shocks:	Air-adjustable, full-travel air ride
Front wheel:	Cast aluminum Impeller; 3.00-17"
Rear wheel:	Cast aluminum Impeller; 5.00-16"
Handlebars:	1.25" diameter, reduced reach and improved wrist angle; heated handgrips with adjustable six-setting heat controls, two audio-controlling joysticks
Colors:	Billet Silver/Vivid Black with Burgundy/Charcoal Metallic pinstriping; Mysterious Red Sunglo/Velocity Red Sunglo with medium red/Pale Gold pinstriping; Customs colors: Purple Fire Blackberry Smoke with Proper Purple/Charcoal Metallic pinstriping; Cosmic Blue Pearl
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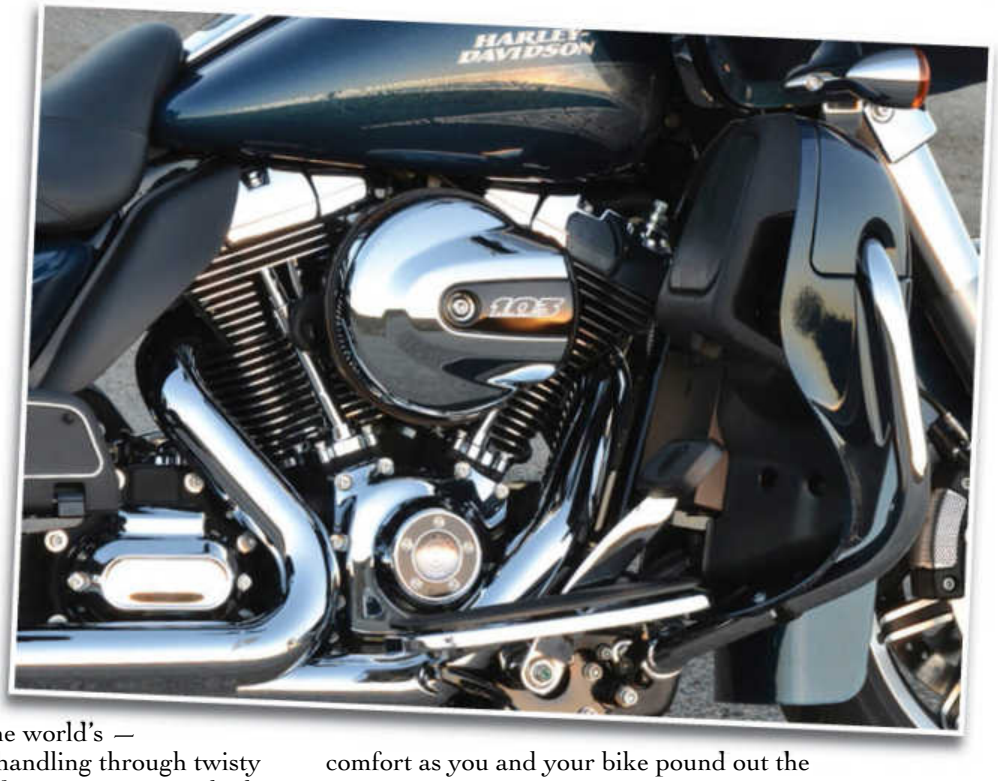
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front brake lever and rear brake pedal to kick in all three brake rotors for maximum braking efficiency. The ABS feature helps prevent lockup when in an upright position, offering optimum stopping power. Our 30 mph-0 mph stopping distances registered a best of 35'.

I couldn't beat the sunset home during my swing through the desert, so the final leg of my all-day ride put me in the dead of night when passing through the badlands east of Riverside. That's when I relied on the cool, efficient glow of the Ultra's dual Daymaker Reflector LED headlight system to turn the darkness into, well, day.

And at the end of the day, I realized what I pretty much knew already: the Road Glide Ultra is among Harley's — nay, the world's — top touring bikes. It offers sound handling through twisty stretches of road, unmatched comfort over interstate highways, and an aerodynamic package that allows you to sit in comfort as you and your bike pound out the miles. It's a bike that I'd love to take on a coast-to-coast ride. Hmm … **AIM**



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Born-again basket case bobber

The Old One-Two





text by
greg williams

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markus cuff

WHEN IT COMES TO OWNING OLD MOTORcycles, one is never enough. Just ask Californian Tom Hart, who owns two Indian Chiefs. And true to Tom's last name, both Indians have a special place in his heart.

Tom bought his first Chief about 20 years ago, a 1939 model that had been part of the late Steve McQueen's collection. Any association with that famous actor and motorcycle enthusiast hasn't stopped Tom from riding that old bike either. He's added thousands of miles to the bike, even taking the ex-McQueen Indian on extended rides. With all of that use, it's obvious that Tom needs a good source for parts and service advice. His go-to guy is John Bivens of Indian Engineering Restoration in Stanton, California.

"I've been visiting John's shop for years now," Tom says about his handy supply source. "And he restored my McQueen machine about six or seven years ago. I kept it just the way McQueen had it, but we added a rack and put on a different muffler."

During one of those visits to John's shop, Tom noticed the bones of a long-forgotten project tucked discreetly in a corner. A previous owner had collected bits and pieces of a 1950 Indian Chief, but having lost interest, he sold the basket case to John. By now you know where this story goes. Tom bought the heap of parts and promptly enlisted John's help to complete the build into a stripped-down bobber.

They started with a replica frame from Kiwi Indian Inc., located in nearby Riverside. Tom and John figure it to be one of Kiwi's earlier production models. It had been heavily altered, as evident by the absence of its plunger-style rear suspension that made way for rigid tubes welded into place. There's some stretch in those rear tubes, too, but Tom's unsure of the exact measurement. He figures it's probably an extra 1" or 2" worth of tubing.

The project came with aftermarket 1950s-style Indian tanks, and it was obvious that the previous owner had planned to run a separate oil tank. Tom didn't want to clutter the look of the Indian, so he traded the tanks for an original set from a 1935 Chief. Using these tanks, gasoline and oil are carried separately in the right-side tank, with gas only in the left tank. What might look like an oil tank on the right side of the bike near the kicker pedal is actually a modern 12-volt Cycle Electric Inc. generator with a built-in regulator. This made-in-the-USA charging system is an upgrade from the stock 6-volt system.

Front and rear wheels are based on original 1950 Indian hubs and brakes. The rims were painted and the hubs powdercoated black before lacing and truing with stainless steel







spokes. Up front, the alloy brake backing plate received the full treatment from M&G Custom Polishing in Stanton, and the rear was powdercoated black. Buchanan's Spoke & Rim in Azusa handled all of the subsequent wheel-building chores. Because Tom planned to occasionally ride the Indian bobber on the freeway, he opted for modern Avon Roadrunner tires in 130/90-16" dimensions front and back.

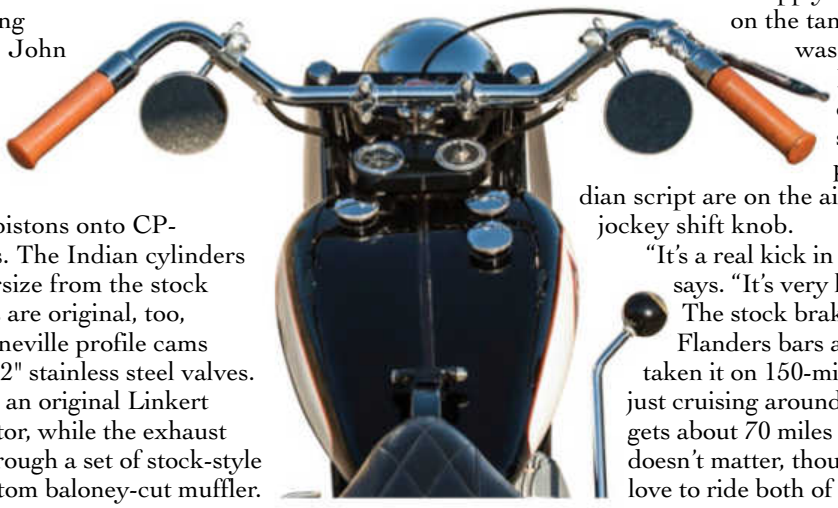
Part of the basket case included the distinctive 1950 Indian telescopic front fork. The old legs were cleaned and detailed with fresh paint on their lowers, with a layer of chrome applied onto the upper covers. A reproduction 1950 Indian Chief headlight casts a broad enough beam up ahead, and the handlebars are a set of period-correct Flanders, stacked on freshly chromed Indian risers. Obviously, there's no front fender, and the rear's origin remains unknown. Tom's betting on a Triumph, as it's ribbed down the middle. In any case, the phantom rear fender was modified to fit around the small toolbox — again unknown origin — and John fabricated the rear struts to hold it solidly in place.

Because the frame is long and Tom's not really a small guy, John fabricated an extended seat mount to suspend the pan's front. Meanwhile, tall 6" springs support the rear with plenty of up-and-down movement. Tom wanted to use an early Harley-Davidson solo seat, but it just didn't work out, so he opted for a LePera solo saddle. The result, he feels, retains the Indian's integrity as a bobber.

John customized a 1939 Indian Chief chain guard, sectioning it so he could weld in extra sheet metal to span the stretched frame. He also altered the front cutaway where the drive sprocket is visible.

When John's original customer had asked for help putting together the 1950 Chief, John obliged by starting with the engine rebuild. John installed a Kiwi Indian crank with 5" stroke, placing a set of air-cooled Volkswagen pistons onto CP-Carrillo connecting rods. The Indian cylinders were bored slightly oversize from the stock 3-1/4" dimension. Heads are original, too, while fabled Indian Bonneville profile cams raise and lower the new 2" stainless steel valves.

The intake starts with an original Linkert Bonneville-spec carburetor, while the exhaust gases are ushered out through a set of stock-style pipes, capped with a custom baloney-cut muffler.



John opened and inspected the Indian's stock three-speed transmission, but it required only new bearings to bring it back to health. The clutch is a reproduction unit from Jerry Greer's Engineering in Deadwood, South Dakota.

The right-side jockey shift lever was lengthened before being sent to the chrome shop. Fortunately, Tom was used to riding Indians with left-hand throttles, so the arrangement was kept for the bobber. When it was time to select the paint and colors, Tom opted to powdercoat the frame black, but he struggled with what to do on the tins. In the end, Ken Morris of Hot Rods-N-Hogs sprayed them black and white before applying a pin-up girl graphic on the tanks' flanks. Before it was finished, though, Dennis Ricklefs laid down traditional pinstripes, and the only places you'll see the Indian script are on the air cleaner cover and the jockey shift knob.

"It's a real kick in the ass to ride," Tom says. "It's very light and very quick. The stock brakes work well, and the Flanders bars are comfortable. I've taken it on 150-mile rides, but it's happiest just cruising around town because it only gets about 70 miles to a tank of gasoline. It doesn't matter, though, because I simply love to ride both of my Chiefs." **AIM**

TECH SHEET

Owner:	Tom Hart
Builder:	John Bivens, Indian Engineering Restoration, Stanton, CA
Year/model:	1950 Indian Chief
Time to build:	1-1/2 years
Chromer:	Orange County Plating, Orange, CA
Polisher:	M & G Custom Polishing, Stanton, CA
Powdercoater:	Orange County Plating
Painter:	Ken Morris, Hot Rods-N-Hogs, Stanton, CA
Pinstriper	Dennis Ricklefs
Colors:	Black and white

POWERPLANT

Engine:	1950 Indian Chief
Builder:	John Bivens, Indian Engineering Restoration
Displacement:	86"
Cases:	Stock
Flywheels:	Kiwi Indian Inc. 5"
Balancing:	John Bivens, Indian Engineering Restoration
Connecting rods:	CP-Carrillo
Cylinders:	Stock, slight over-bore
Pistons:	Volkswagen, 7.5:1
Heads:	Stock
Cams:	Indian Bonneville
Valves:	2" stainless steel
Rockers:	Stock
Lifters:	Indian Bonneville
Pushrods:	Stock
Carb:	Linkert Bonneville
Air cleaner:	Indian
Exhaust:	1950 Indian Chief, modified
Ignition:	Autolite distributor
Wires:	Red plastic-coated plug wires
Charging system:	Cycle Electric Inc. 12 volts
Oil pump:	Stock
Transmission:	1950 Indian Chief
Case:	Stock
Gears:	Stock
Clutch:	Jerry Greer's Engineering
Kickstarter:	Stock, Harley-Davidson pedal

CHASSIS

Frame:	Kiwi Indian Inc.
Rake:	Stock
Stretch:	2"
Front forks:	1950 Indian Chief
Front wheel:	Stock 16"
Rear wheel:	Stock 16"
Front brake:	1950 Indian Chief drum
Rear brake:	1950 Indian Chief drum
Front tire:	Avon Roadrunner 130/90-16"
Rear tire:	Avon Roadrunner 130/90-16"
Fender struts:	Indian Engineering Restoration custom

ACCESSORIES

Headlight:	1950 Indian Chief reproduction
Fuel tank:	1935 Indian Chief
Oil tank:	1935 Indian Chief
Handlebars:	1947 Flanders
Seat:	Le Pera
Chain guard:	1939 Indian Chief, modified
Dash:	1935 Indian Chief
Levers:	1950 Indian Chief front brake lever



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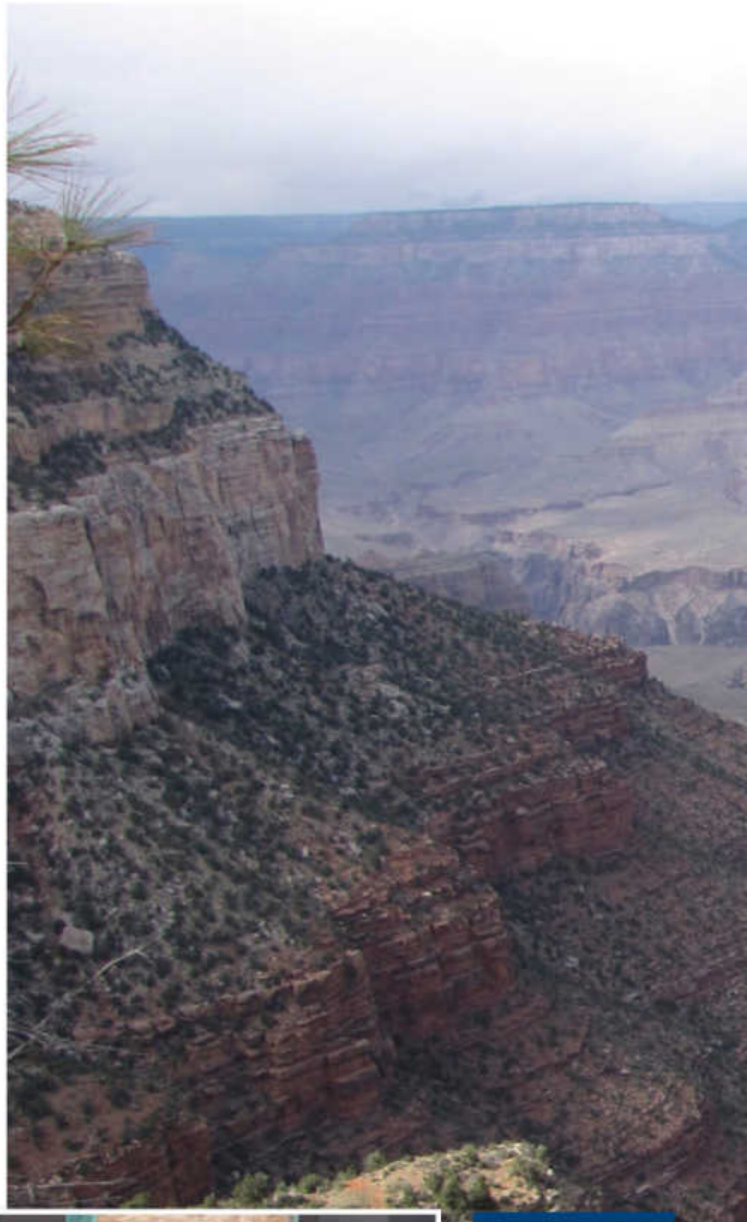
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Canyons, Cactus & Cowboys!

Awesome Arizona, Part Deux



The South Rim of the Grand Canyon.

YUP, THIS IS MY SIXTH TOUR WITH TWISTED Trailz! Taking a vacation with them is one of the highlights of my riding year and something I look forward to every summer. This time around I went on a tour I've done with them before, one of my favorites: Awesome Arizona. When I first did this seven-day, eight-night trip back in 2011 it was my second tour with Ron and Elaine. It's one of my favorites because you get to sample all of what Arizona has to offer. As I wrote back then, before this trip I thought all of Arizona was like it is around Tucson and Phoenix, except for Sedona and a few other areas. Man, was I wrong! However, as I usually do, since we did and saw so much on this trip I'm only going to be able to show and tell you most of the highlights in this article.

As I've stated so many times in the past, when on vacation I prefer to just follow the taillights of the bike in front of me, work the controls, and enjoy the scenery. And that's just the way Ron and Elaine Booth, the owners of Twisted Trailz, run their tours. However, if you're not as lazy as I am, you can go your own way and meet up with the group



Hanging out with my buds at a corner in Winslow, Arizona.



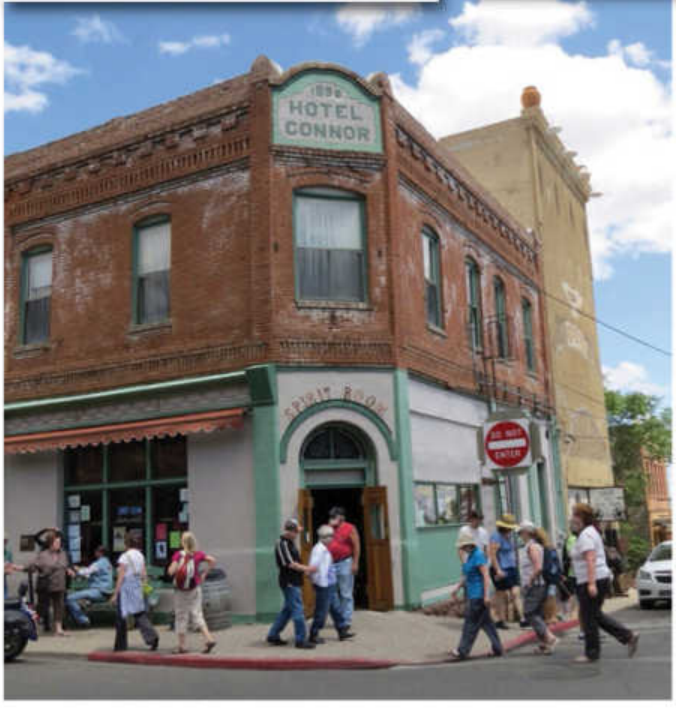
Riding the roads of Mingus Mountain on our way to Jerome, the Living Ghost Town.

anywhere you want during the tour since the full route (with day-by-day maps) is given to you the first day at orientation. Another cool part of touring with Twisted Trailz is that Ron and Elaine have found the best roads to get from place to place. After all, this is their stomping grounds, so touring with Twisted Trailz is like traveling with locals, my favorite way to see a new area. Plus, the Twisted Trailz crew hauls all my crap from hotel to hotel so I don't have to pack it all on my bike every morning and pull it off every night. I just bring my bag to the truck in the morning and go have breakfast. At the end of the day, my bag is right at the curb in front of the hotel we're staying at that night. Nice! In fact, Twisted Trailz is the only US-based tour company that's part of Harley-Davidson Authorized Tours program.

After checking at the Sleep Inn — North Scottsdale (I love staying here!), which is where we spend our first and last nights in Phoenix, we headed over to Harley-Davidson of Scottsdale. This is the same place we got our bikes last year and an impressive dealership. (It's huge!) Once there, Justin Johnson, the general manager; Dan Dvorak, the rental manager; and Richard Edwards, a rental associate, took excellent care of us and had us all set up with our bikes in short order. All of H-D of Scottsdale's rental bikes are new or almost new motorcycles in excellent shape.



We spent a few hours hanging out in Jerome. The gator is a piece of outdoor art alongside a sidewalk. There's lots of cool stuff like this throughout the town.



The first day of the tour, Sunday, found us on the road by 8:30 am and making our way out of Phoenix on a beautiful sunny 85 F day. After about an hour, we were riding the great tree-lined roads of Mingus Mountain, taking in the gorgeous vistas. The route Ron and Elaine use has a blend of twisting roads (120 curves in 10 miles) and short straight-aways. Our destination was Jerome, the Living Ghost Town. Jerome is an old copper mining town that has been reborn as a great place full of old Southwest charm and modern qualities. There's plenty of old buildings and new shops with lots of cool stuff to buy, if shopping is one of your passions. After lunch and walking the town a bit (there's a great little ice cream place at the edge of town), we fired up the bikes and took the short putt to our final stop of the day, Sedona!

Sedona is known for its deep red mountains and rock outcroppings. In a word, it's gorgeous! It's also a sacred area to the indigenous Native American tribes, while many people believe its hills and mountains have mystical qualities. Though I've been to Sedona many times, I always enjoy riding through its beautiful forests and valleys, and along its streams. That night we stayed at the Sedona Real Inn & Suites, an excellent place to end a great day on the road and the beginning of our adventure.

After a full breakfast at the Sedona Real Inn the next morning, Monday, we started our ride in cool temps (40s) and cloudy skies with scattered, and sometimes hard, rain throughout the day. But since we all had rain gear, it was still great to ride through Red Rock Country and Oak Creek Canyon. Our road through Oak Creek is a gently twisting two-laner that has rock outcroppings on one side and a stream on the other. The road also has trees on both sides that sometimes overhang the road. In short, it's a beautiful ride, even in the rain, and a great way to head to our main stop of the day: the South Rim of the Grand Canyon!

As anyone who's been to the Grand Canyon will tell you, even though he knew it's huge, he was still astounded by its size. And you only get to see part of it from the South Rim! Besides the light rain, we also encountered a light covering of snow just before we got to the parking lot. Oddly enough, though it was raining in the parking area, it was dry at the South Rim itself. From the many lookout points along the edge, you can see the Colorado River on the canyon floor, 5,000' below. If you look closely, you can also see the Phan-

MY NEXT TOUR

SURPRISE! I'M DOING ANOTHER TOUR WITH THE Twisted Trailz crew in 2016. This time I'm taking their new Unique Utah's Five National Parks Tour (June 5-11). This seven-day/eight-night trip covers all the national parks in Utah: Zion, Bryce Canyon, Capitol Reef, Arches, and Canyonlands. I've been to most of them before, but I never tire of seeing them; they're so beautiful and unique. The last tour filled up quickly, so give Ron and Elaine a call and get your spot locked in. ■

tom Ranch, a stop for hikers in the canyon. All day it was a little cool and wet, so after a blast down Route 66, we were all happy to get to the Doubletree by Hilton — Flagstaff for a hot shower. That night I thoroughly enjoyed sinking into one of the warm, comfy beds Hilton hotels are known for!

The next day, Tuesday, we awoke to another full day of rain and temps in the 40s. But that didn't stop us from enjoying the ride, scenery, and each other's company. We had a blast anyway! Our first stop was that famous corner on Route 66 in nearby Winslow, Arizona, but the closest I got to hooking up to a girl in a flatbed Ford was standing next to the one painted on a building. After taking lots of pictures and buying some cool stuff at the novelty shop across the street, we fired up the bikes and rode to our next stops: the Painted Desert and Petrified Forest.

By the time we got to the Painted Desert we got a little light hail, but it passed quickly. It's all look-but-do-not-touch here, nor can you ride through it. You ride around the outskirts of the Painted Desert to see its unique beauty. The various colors come from the mineral content of the desert, which consists of stratified layers of siltstone, shale, and mudstone that's composed of iron and manganese compounds. Another cool spot was the Newspaper Rock area and its petroglyphs, picture messages carved into the sandstone's dark outer covering. Just down the road is the Petrified Forest, an ancient forest of fallen trees that are no longer made of wood. Once the trees were buried under thick layers of sediment, each wood fiber was replaced by silica crystals (agate). The transformation process took millions of years with the end result being stone trees with different minerals tinting sections of the trees different colors. Definitely, a very special place! We then rode in the sunshine up tree-covered White Mountain with its twisty roads and rock formations to our stop for the night, the Hon-Dah Resort Casino. This is an interesting place to chill and hit the slot machines or whatever you feel like trying your luck on. Definitely a biker-friendly place, the casino hosts the White Mountain Bike Rally every June.

The next morning, Wednesday, came bright and sunny, with temps in the 50s. As we descended from the tree-covered White Mountains to the prairie grass-covered plains, the temps rose into the pleasant 80s, with no humidity. Perfect! We spent the day riding down the mountain and then through Salt River Canyon where we got to enjoy more outstanding vistas and rock formations. These are great riding roads with plenty of tight twisties, lazy sweepers, long straightaways, and beautiful vistas that came one after the other. We did about 240 miles that day, our longest one of the tour, and we couldn't have picked better weather. That night we ate at the Big Tex B-B-Q in Wilcox, which consists of converted railway cars. A nice



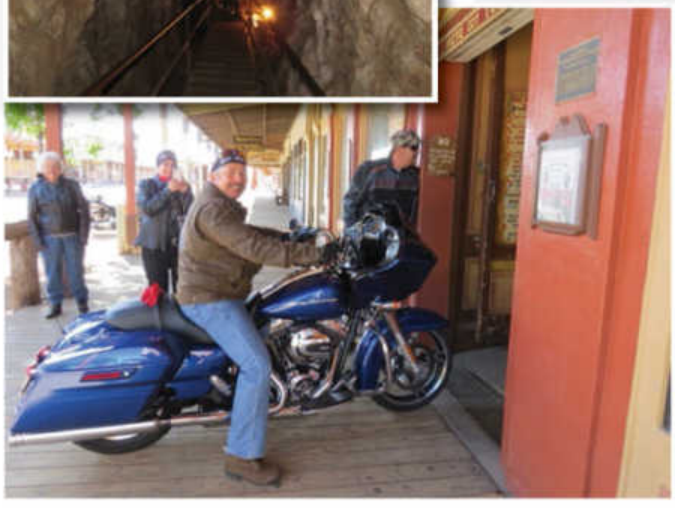






Clockwise, right: Petrified Forest, Sedona, Tombstone.







Clockwise, right: Titan Missile Museum, Frank riding into Big Nose Kate's Saloon, Good Enough Silver Mine.

TOUR

day on the road with good food and great people!

Thursday dawned sunny with temps in the high 50s. The perfect setup for our big walking day of the tour: we were spending the day at Tombstone! But first, we rode to the Chiricahua National Monument to check out its weird columns and pinnacles of balanced rocks. These formations were created as the volcanic bedrock was pushed up to form the Chiricahua Mountain range millions of years ago. As the mountains rose, the rock layers tilted to the west and made vertical cracks in the rock. Over time, water eroded away the softer rock, making the cracks large enough for temperature changes, roots, and ice to split the columns into the shapes they are today. Then it was a short putt to Tombstone and the famous Boot Hill graveyard!

Tombstone will forever have a special place in American folklore due to the gunfight at the OK Corral and the people involved. There are daily re-enactments at the corral with gunfighters wandering the streets before and after. Another must-see in Tombstone is the infamous and eerie Bird Cage Theatre. This place is a time capsule that was sealed in 1889, just after its heyday. When reopened by the new owner in 1931, he kept everything as it was, except for putting up barriers to protect the artifacts. The Bird Cage is the only place I know of where you can walk through the door and be transported back to how things were almost 125 years ago with the real artifacts, complete with 140 bullet holes. All the gambling tables, rooms, stage, and even the original Tombstone Boot Hill horse-drawn hearse, are just as they were left in 1889.

Since I'd already been to the OK Corral and Bird Cage, this time around I took the Good Enough Silver Mine Tour. That's where, among other things, I found out that Tombstone was a mining town, not a cattle town, as I had thought. It was an interesting tour and one I recommend. That night we had dinner at Big Nose Kate's Saloon, right on Main Street in Tombstone, and while there Robert and Carolyn, two of my compadres on this tour, celebrated their 50th wedding anniversary. Very cool! That night we stayed at the Tombstone Grand Hotel, which is the same place we stayed last year, but with a new name. And just like last year, everything was comfy and good to go!

The next morning, Friday, was another perfect weather day with temps about 10 degrees lower than normal. That day we got to do something other tourists do not: we rode our bikes right down Main Street, which is always closed to motorized traffic, to the front of Big Nose Kate's. But that's not all! Some of us rode his bike right through the front door of the saloon and parked at the bar! After lots of pictures and wise cracks, we headed out of town to Boot Hill. This is another slightly eerie but must-do place in Tombstone. We walked among the graves with headstones I've read about for decades, including those of Billy Clanton and the McLaury brothers, who were killed at the OK Corral.

After Boot Hill, we had a choice of what we wanted to do once we reached Tucson. There's the Old Tucson movie lot, the site of over 300 Western movies and TV shows. Being a Western movie lover, it was great to see where many of my favorite flicks were shot. I'm also a fan of another form of old American iron, steam engines! The Reno, which has been in

continued on page 107

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2016 H-D TRIKES, V-RODS, SPORTSTERS & STREETS

New suspension, new brakes, but the same rugged platforms

DON'T THINK THAT HARLEY'S 2016 MODEL year updates benefit only the Big Twins in the lineup. No doubt, some incredible big-inch models were launched this year, but if you've been considering a new Sportster or you've been waiting for The Motor Company to improve any past faults on the Street, this might be your year. While Sportster and Street models didn't receive major upgrades or new additions, H-D proved again that it's been listening to customers, with some welcome improvements for both platforms.

Sportsters received some upgrades in the comfort and performance departments. Each Sportster model receives a new seat specially designed and sculpted for rider comfort, control, and optimal leg placement. And the new saddles look pretty badass, too!

But the major improvement comes with the Sportster's new suspension for 2016. All Sportster models feature preload adjustable emulsion rear shock absorbers with progressive rate springs, previously offered only as accessory items through the P&A catalog. Rear spring preload is adjustable up to 50mm, using the included spanner tool to set the shock



PHOTOGRAPHY COURTESY HARLEY-DAVIDSON MOTOR COMPANY

TRIKE



TRI GLIDE ULTRA •

Length:	105.1" (2670mm)
Seat height:	28.3" (720mm), unladen
Ground clearance:	4.5" (115mm)
Rake:	26 degrees
Trail:	3.94" (100mm)
Wheelbase:	65.7" (1670mm)
Engine:	Twin-Cooled, High Output Twin Cam 103 (103.1"/1690cc), black powder-coated powertrain, chrome covers, Engine Idle Temperature Management Strategy, reduced-width primary
Compression:	10:1
Fuel system:	ESPFI with heated 0_2 sensors
Transmission:	Six-speed Cruise, Isolated Drive System
Coolant capacity:	1.1 quarts (1.04L)
Front tire:	Dunlop Harley-Davidson MT90B-16"
Rear tires:	Dunlop Harley-Davidson 205/65-15"
Fuel capacity:	6.0 gallons (22.7L)
Oil capacity:	4.0 quarts (3.8L)
Shipped weight:	1,180 pounds (524.8kg)
GVWR:	1,700 pounds (771kg)
Front brakes:	Dual fixed six-piston calipers; dual 11.81" x 0.20" floating rotors
Rear brakes:	Two single 31.75mm piston floating calipers; two single 10.66" x 0.25" fixed rotors, linked
Parking brake:	Foot-actuated, dual
Exhaust system:	Chrome 2-into-1-into-2 dual with tapered mufflers
Front forks:	49mm, telescopic
Rear shocks:	Air adjustable
Front wheel:	Black, seven-spoke cast aluminum; 3.00-16"
Rear wheels:	Black, seven-spoke cast aluminum; 5.50-15"
Handlebars:	Stainless steel, wide-set, electronic throttle, electric reverse, cruise control
Colors:	Vivid Black/medium silver pinstriping; Billet Silver/Burgundy and Charcoal Metallic pinstriping; Deep Jade Pearl/Vivid Black/light green and Pale Gold pinstriping; Billet Silver/Vivid Black/Burgundy and Charcoal Metallic pinstriping; Mysterious Red Sunglo/Velocity Red Sunglo/medium red and Pale Gold pinstriping; Custom colors: Purple Fire/Blackberry Smoke/Proper Purple and Charcoal Metallic pinstriping; Cosmic Blue Pearl
MSRP:	**$33,499-$35,249**



FREEWHEELER •

Length:	103.1" (2620mm)
Seat height:	27.5" (699mm), unladen
Ground clearance:	4.9" (124mm)
Rake:	26 degrees
Trail:	3.96" (101mm)
Wheelbase:	66" (1675mm)
Engine:	Air-cooled, High Output Twin Cam 103 (103.1"/1690cc), rubber-mounted, black powder-coated powertrain, chrome covers, tank medallion, Engine Idle Temperature Management Strategy, reduced-width primary
Compression:	9.7:1
Fuel system:	ESPFI with heated 0_2 sensors
Transmission:	Six-speed Cruise Drive, Isolated Drive System
Front tire:	Dunlop Harley-Davidson MT130/60B-19"
Rear tires:	Dunlop Harley-Davidson 205/65-15"
Fuel capacity:	6.0 gallons (22.7L)
Oil capacity:	4.0 quarts (3.8L)
Shipped weight:	1,045 pounds (474kg)
GVWR:	1,700 pounds (771kg)
Front brakes:	Dual fixed six-piston calipers; dual 11.81" x 0.20" floating rotors
Rear brakes:	Two single 31.75mm piston floating calipers; two single 10.66" x 0.25" fixed rotors, linked
Parking brake:	Foot-actuated, dual
Exhaust system:	Slash-down, chrome mufflers (3" shorter than current FL mufflers)
Front forks:	49mm, telescopic, seven-piece nacelle, dual halogen headlight, windshield mounting system capability
Rear shocks:	Air adjustable
Front wheel:	Enforcer cast aluminum; 3.50-19"
Rear wheels:	Enforcer cast aluminum; 5.50-15"
Handlebars:	12" mini-apes, mounted electronic reverse control and LED indicator light, electronic cruise, throttle control
Colors:	Vivid Black, Black Quartz, Velocity Red Sunglo
MSRP:	**$25,499, $25,999**

V-ROD



NIGHT ROD SPECIAL •

Length:	96.1" (2440mm)
Seat height:	26.6" (675mm), unladen
Ground clearance:	4.5" (115mm)
Rake:	34 degrees
Trail:	5.6" (142mm)
Wheelbase:	67" (1702mm)
Engine:	Liquid-cooled, Revolution, 60-degree V-twin (76.1"/1247cc), black powdercoated powertrain, dual overhead camshafts, four-valve cylinder heads, blacked-out covers
Compression:	11.5:1
Fuel system:	ESPFI with heated 0_2 sensors
Coolant capacity:	2.5 quarts (2.4L)
Transmission:	Five-speed
Front tire:	Michelin Scorcher "11" radial 120/70ZR-19"
Rear tire:	Michelin Scorcher "11" radial 240/40R-18"
Fuel capacity:	5.0 gallons (18.9L)
Oil capacity:	5.0 quarts (4.7L)
Shipped weight:	637 pounds (289kg)
GVWR:	1,075 pounds (488kg)
Front brakes:	Dual Brembo ABS, four-piston calipers; dual 11.81" x 0.20" one-piece floating rotors
Rear brake:	Brembo ABS, four-piston caliper; 11.81" x 0.28" uniform expansion rotor
Exhaust system:	Straight shot with brushed finish dual mufflers; black end caps and exhaust shield
Front forks:	Blacked-out, 43mm, inverted
Rear shocks:	Preload adjustable, retuned
Front wheel:	Black, split, five-spoke cast aluminum with pinstripe; 3.00-19"
Rear wheel:	Black, split, five-spoke cast aluminum with pinstripe; 8.00-18"
Handlebars:	Blacked-out pullback
Colors:	Vivid Black, Charcoal Denim, Velocity Red Sunglo, Olive Gold; optional racing stripe on airbox and tail section
MSRP:	**$16,849, $17,199**

V-ROD



V-ROD MUSCLE •

Length:	94.9" (2410mm)
Seat height:	27.8" (705mm), unladen
Ground clearance:	4.1" (105mm)
Rake:	34 degrees
Trail:	5.6" (142mm)
Wheelbase:	67" (1702mm)
Engine:	Liquid-cooled, Revolution, 60-degree V-twin (76.1"/1247cc), platinum powertrain, dual overhead camshafts, four-valve cylinder heads, polished covers, wide angular airbox cover with side covers
Compression:	11.5:1
Fuel system:	ESPFI with heated 0_2 sensors
Coolant capacity:	2.5 quarts (2.4L)
Transmission:	Five-speed
Front tire:	Michelin Scorcher "11" 120/70ZR-19"
Rear tire:	Michelin Scorcher "11" 240/40R-18"
Fuel capacity:	5.0 gallons (18.9L)
Oil capacity:	5.0 quarts (4.7L)
Shipped weight:	640 pounds (290kg)
GVWR:	1,075 pounds (488kg)
Front brakes:	Dual Brembo ABS, four-piston calipers; dual 11.81" x 0.20" one-piece floating rotors
Rear brake:	Brembo ABS, four-piston caliper; 11.81" x 0.28" uniform expansion rotor
Exhaust system:	Satin chrome dual side system with turn-out mufflers
Front forks:	43mm, inverted
Rear shocks:	Preload adjustable
Front wheel:	Black, five-spoke cast aluminum, machined highlights; 3.00-19"
Rear wheel:	Black, five-spoke cast aluminum, machined highlights; 8.00-18"
Handlebars:	Drag bar
Colors:	Vivid Black, Black Denim, Billet Silver with Flames, Crushed Ice Pearl Deluxe with two-tone panel graphic, Velocity Red Sunglo with Flames
MSRP:	**$16,449-$16,999**

SPORTSTER



SUPERLOW 1200T •

Length:	87.6" (2224mm)
Seat height:	27.7" (704mm), unladen
Ground clearance:	4.2" (107mm)
Rake:	31.1 degrees
Trail:	5.7" (145mm)
Wheelbase:	59.1" (1500mm)
Engine:	Air-cooled, Evolution 45-degree V-twin (73.4"/1202cc), rubber-mounted, black powdercoated powertrain, chrome covers
Compression:	10:1
Fuel system:	ESPFI with 0_2 sensors
Transmission:	Five-speed
Front tire:	Michelin Scorcher "11T" 120/70-18"
Rear tire:	Michelin Scorcher "11T" 150/70-17"
Fuel capacity:	4.5 gallons (17L)
Oil capacity:	2.8 quarts (2.6L)
Shipped weight:	573 pounds (260kg)
GVWR:	1,002 pounds (455kg)
Front brake:	Dual-piston (34mm), fixed caliper; 11.80" x 0.20" solid uniform expansion rotor (300mm), braided stainless steel brake lines; optional ABS
Rear brake:	Dual-piston, fixed caliper; 10.24" x 0.28" solid uniform expansion rotor, braided stainless steel brake lines; optional ABS
Exhaust system:	Chrome, staggered, closed loop meeting worldwide emission standards
Front forks:	49mm
Rear shocks:	Right-side Twin Tube and left-side emulsion with dial adjust
Front wheel:	Black/silver, split, five-spoke, cast aluminum; 3.50-18"
Rear wheel:	Black/silver, split, five-spoke, cast aluminum; 4.50-17"
Handlebars:	Easy grip, mounted electronic speedometer, quick-release 14" windshield
Colors:	Vivid Black/medium silver pinstriping; Black Quartz/Pale Gold pinstriping; Velocity Red Sunglo/medium red and Pale Gold pinstriping; Deep Jade Pearl/Vivid Black, light green and Pale Gold pinstriping; Billet Silver/Vivid Black, Burgundy/Charcoal Metallic pinstriping; Custom colors: Purple Fire/Blackberry Smoke, Proper Purple and Charcoal Metallic pinstriping; Cosmic Blue Pearl
MSRP:	**$11,799-$12,499**



SEVENTY-TWO •

Length:	89.6" (2275mm)
Seat height:	28.5" (724mm), unladen
Ground clearance:	5.2" (132mm)
Rake:	32.1 degrees
Trail:	5.3" (135mm)
Wheelbase:	60.6" (1540mm)
Engine:	Air-cooled, Evolution 45-degree V-twin (73.4"/1202cc), rubber-mounted, black powdercoated powertrain, chrome covers
Compression:	10:1
Fuel system:	ESPFI with 0_2 sensors
Transmission:	Five-speed
Front tire:	Dunlop Harley-Davidson MH90-21"
Rear tire:	Dunlop Harley-Davidson 150/80B-16"
Fuel capacity:	2.1 gallons (7.9L)
Oil capacity:	2.8 quarts (2.6L)
Shipped weight:	546 pounds (248kg)
GVWR:	1,000 pounds (454kg)
Front brake:	Dual-piston (34mm), fixed caliper; 11.80" x 0.20" solid uniform expansion rotor (300mm), braided stainless steel brake lines; optional ABS
Rear brake:	Dual-piston, fixed caliper; 10.24" x 0.28" solid uniform expansion rotor, braided stainless steel brake lines; optional ABS
Exhaust system:	Chrome, staggered, shorty, closed loop meeting worldwide emission standards, dual slash-cut mufflers
Front forks:	39mm, cartridge dampening technology
Rear shocks:	Coil-over; preload dual-adjustable, emulsion technology with 50mm range of preload adjustability, rear under-seat adjustment wrench
Front wheel:	Chrome, steel laced, custom whitewall tires; 2.15-21"
Rear wheel:	Chrome, steel laced, custom whitewall tires; 3.00-16"
Handlebars:	Stainless steel mini-apehanger, 4" speedometer
Colors:	Black Denim, Black Quartz, Charcoal Denim; Hard Candy Customs: Hard Candy Gold Flake, Hard Candy Black Gold Flake
MSRP:	**$11,099, $11,849**



FORTY-EIGHT •

Length:	85" (2159mm)
Seat height:	27.3" (693mm), unladen
Ground clearance:	3.9" (100mm)
Rake:	30.2 degrees
Trail:	5.3" (135mm)
Wheelbase:	59.3" (1506mm)
Engine:	Air-cooled, Evolution 45-degree V-twin (73.4"/1202cc), rubber-mounted, blacked-out powertrain, polished treatment covers
Compression:	10:1
Fuel system:	ESPFI with 0_2 sensors
Transmission:	Five-speed
Front tire:	Michelin Scorcher "31" 130/90B-16"
Rear tire:	Michelin Scorcher "31" 150/80B-16"
Fuel capacity:	2.1 gallons (7.9L)
Oil capacity:	2.8 quarts (2.6L)
Shipped weight:	538 pounds (244kg)
GVWR:	1,000 pounds (454kg)
Front brake:	Dual-piston, fixed caliper; 11.80" x 0.20" floating, solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Rear brake:	Two-piston, fixed caliper; 10.24" x 0.28" solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Exhaust system:	Chrome, staggered, shorty, closed loop meeting worldwide emission standards, chrome shields with unique cutouts, dual blacked-out slash-cut mufflers
Front forks:	49mm, cartridge dampening technology, wide-width triple clamps
Rear shocks:	Variable-rate spring, 36mm piston nitrogen gas-charged emulsion, thread-style 50mm preload adjustability, under-seat rear adjustment wrench
Front wheel:	Gloss black, split, nine-spoke, cast aluminum, machine highlights; 3.00-16"
Rear wheel:	Gloss black, split, nine-spoke, cast aluminum, machine highlights; 3.00-16"
Handlebars:	Drag style, low-rise custom, slammed 4"speedo integrated into clamp, under-bar mounted mirrors
Colors:	Retro-mod tank graphics; Vivid Black, Billet Silver, Velocity Red Sunglo, Olive Gold; Hard Candy Customs: Hard Candy Cancun Blue Flake, Hard Candy Gold Flake
MSRP:	**$11,199-$11,649**



SPORTSTER 1200 CUSTOM •

Length:	87.6" (2225mm)
Seat height:	28" (710mm), unladen
Ground clearance:	4.3" (110mm)
Rake:	30 degrees
Trail:	4.2" (107mm)
Wheelbase:	60.2" (1530mm)
Engine:	Air-cooled, Evolution 45-degree V-twin (73.4"/1202cc), rubber-mounted, black powdercoated powertrain, chrome treatment covers
Compression:	10:1
Fuel system:	ESPFI with 0_2 sensors
Transmission:	Five-speed
Front tire:	Michelin Scorcher "31" 130/90B-16"
Rear tire:	Michelin Scorcher "31" 150/80B-16"
Fuel capacity:	4.5 gallons (17.0L)
Oil capacity:	2.8 quarts (2.6L)
Shipped weight:	559 pounds (254kg)
GVWR:	1,000 pounds (454kg)
Front brake:	Dual-piston, fixed caliper; 11.80" x 0.20" solid uniform expansion rotor, braided stainless steel brake lines; optional ABS
Rear brake:	Dual-piston, fixed caliper; 10.24" x 0.28" solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Exhaust system:	Chrome, staggered, closed loop meeting worldwide emission standards, slash-cut mufflers
Front forks:	39mm, cartridge dampening
Rear shocks:	Coil-over; preload dual-adjustable, emulsion technology with 50mm range of preload adjustability, rear under-seat adjustment wrench
Front wheel:	Chrome, five-spoke, cast aluminum; 3.00-16"
Rear wheel:	Chrome, five-spoke, cast aluminum; 3.00-16"
Handlebars:	Pullback, electronic speedometer
Colors:	Vivid Black/medium silver pinstriping; Charcoal Pearl/black pinstriping; Superior Blue/blue and medium silver pinstriping; Amber Whiskey/Vivid Black, medium red and Pale Gold pinstriping; Deep Jade Pearl/Vivid Black, light green and Pale Gold pinstriping; Mysterious Red Sunglo/Velocity Red Sunglo, medium red and Pale Gold pinstriping; optional H-D1 Factory Customization
MSRP:	**$10,899-$11,449**



IRON 883 •

Length:	85.8" (2180mm)
Seat height:	28.9" (735mm), unladen
Ground clearance:	4.3" (110mm)
Rake:	30 degrees
Trail:	4.6" (117mm)
Wheelbase:	59.6" (1515mm)
Engine:	Air-cooled, Evolution 45-degree V-twin (53.9"/883cc), rubber-mounted, black powdercoated powertrain, black covers, blacked-out stamped air cleaner cover
Compression:	9:1
Fuel system:	ESPFI with 0_2 sensors
Transmission:	Five-speed
Front tire:	Michelin Scorcher "31" 100/90B-19"
Rear tire:	Michelin Scorcher "31" 150/80B-16"
Fuel capacity:	3.3 gallons (12.5L)
Oil capacity:	2.8 quarts (2.6L)
Shipped weight:	540 pounds (245kg)
GVWR:	1,000 pounds (454kg)
Front brake:	Dual-piston, fixed caliper; 11.80" x 0.20" floating, solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Rear brake:	Dual-piston, fixed caliper; 10.24" x 0.28" floating, solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Exhaust system:	Staggered, shorty, closed loop meeting worldwide emission standards, dual blacked-out mufflers and muffler shields, exhaust header shield with bullet-hole design
Front forks:	39mm, cartridge dampening technology, old-school gaiters
Rear shocks:	Coil-over; preload dual-adjustable, emulsion technology with 50mm range of preload adjustability, rear under-seat adjustment wrench
Front wheel:	Black, nine-spoke cast aluminum, machined highlights; 2.15-19"
Rear wheel:	Black, nine-spoke cast aluminum, machined highlights; 3.00-16"
Handlebars:	Old school, slammed, drag style with mounted electronic speedometer
Colors:	Eagle and Iron Shield graphics; Black Denim, Charcoal Denim, Olive Gold; Hard Candy Custom: Hard Candy Gold Flake
MSRP:	**$8,849, $9,299**

SPORTSTER



SUPERLOW •

Length:	87.6" (2225mm)
Seat height:	27.4" (695mm), unladen
Ground clearance:	3.9" (100mm)
Rake:	31.1 degrees
Trail:	5.7" (145mm)
Wheelbase:	59.1" (1500mm)
Engine:	Air-cooled, Evolution 45-degree V-twin (53.9"/883cc), rubber-mounted, silver powdercoated powertrain, polished treatment covers
Compression:	9:1
Fuel system:	ESPFI with 0_2 sensors
Transmission:	Five-speed
Front tire:	Michelin Scorcher "11F" 120/70-18"
Rear tire:	Michelin Scorcher "11" 150/60-17"
Fuel capacity:	4.5 gallons (17.0L)
Oil capacity:	2.8 quarts (2.6L)
Shipped weight:	537 pounds (244kg)
GVWR:	1,000 pounds (454kg)
Front brake:	Dual-piston, fixed caliper; 11.80" x 0.20" solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Rear brake:	Two-piston, fixed caliper; 10.24" x 0.28" solid, uniform expansion rotor, braided stainless steel brake lines; optional ABS
Exhaust system:	Chrome, staggered, shorty, closed loop meeting worldwide emission standards, dual mufflers
Front forks:	39mm, cartridge dampening
Rear shocks:	Coil-over; threaded preload adjustment, emulsion technology with 50mm range of preload adjustability, longer travel with updated tuning, rear under-seat adjustment wrench
Front wheel:	Black, split, five-spoke, machined rim; 3.50-18"
Rear wheel:	Black, split, five-spoke, machined rim; 4.50-17"
Handlebars:	Easy grip, mounted electronic speedometer
Colors:	Vivid Black/medium silver pinstriping; Superior Blue/blue pinstriping; Velocity Red Sunglo/medium red pinstriping; Crushed Ice Pearl/Frosted Teal Pearl with gray pinstriping
MSRP:	**$8,499–$9,049**

STREET



STREET 750 •

Length:	87.6" (2225mm)
Seat height:	28" (710mm), unladen
Ground clearance:	5.7" (145mm)
Rake:	32 degrees
Trail:	4.5" (115mm)
Wheelbase:	60.4" (1534mm)
Engine:	Liquid-cooled, Revolution X, 60-degree V-twin (46"/749cc), blacked-out powertrain, four-valve cylinder heads, low-maintenance belt drive; blacked-out covers, highlighted fins, hot coolant indicator light
Compression:	11:1
Fuel system:	Mikuni single port fuel injection, 38mm bore
Coolant capacity:	1.4 quarts (1.3L)
Transmission:	Six-speed constant mesh spur gear
Front tire:	Michelin Scorcher "11F" bias 100/80R-17"
Rear tire:	Michelin Scorcher "11" radial 140/75R-15"
Fuel capacity:	3.5 gallons (13.1L)
Oil capacity:	3.3 quarts (3.1L)
Shipped weight:	455 pounds (206kg)
GVWR:	950 pounds (431kg)
Front brake:	Floating two-piston caliper; 11.80" x 0.24" uniform expansion rotor
Rear brake:	Floating two-piston caliper; 11.80" x 0.24" uniform expansion rotor
Brake/clutch levers:	Wider, ergonomic
Exhaust system:	Black, 2-into-1, upswept
Front forks:	Blacked-out, 37mm, telescopic, nonadjustable, triple-rate springs, black fork gators and lowers
Rear shocks:	Twin tubular, externally mounted, preload adjustment only, triple-rate springs
Front wheel:	Black, narrow, seven-spoke, cast aluminum, machined rim highlights; 2.50-17"
Rear wheel:	Black, narrow, seven-spoke, cast aluminum, machined rim highlights; 3.50-15"
Handlebars:	Black, pullback with easy and broad lock-to-lock sweep with mounted 3.5" electronic speedometer
Colors:	Vivid Black, Black Denim, Superior Blue, Velocity Red Sunglo
MSRP:	**$7,549, $7,844**



STREET 500 •

Length:	87.6" (2225mm)
Seat height:	28" (710mm), unladen
Ground clearance:	5.7" (145mm)
Rake:	32 degrees
Trail:	4.5" (115mm)
Wheelbase:	60.4" (1534mm)
Engine:	Liquid-cooled, Revolution X, 60-degree V-twin (30"/494cc), blacked-out powertrain, four-valve cylinder heads, low-maintenance belt drive; blacked-out covers, hot coolant indicator light
Compression:	11:1
Fuel system:	Mikuni single port fuel injection, 35mm bore
Coolant capacity:	1.4 quarts (1.3L)
Transmission:	Six-speed constant mesh spur gear
Front tire:	Michelin Scorcher "11F" bias 100/80R-17"
Rear tire:	Michelin Scorcher "11" radial 140/75R-15"
Fuel capacity:	3.5 gallons (13.1L)
Oil capacity:	3.3 quarts (3.1L)
Shipped weight:	455 pounds (206kg)
GVWR:	950 pounds (431kg)
Front brake:	Floating two-piston caliper; 11.80" x 0.24" uniform expansion rotor
Rear brake:	Floating two-piston caliper; 11.80" x 0.24" uniform expansion rotor
Brake/clutch levers:	Wider, ergonomic
Exhaust system:	Black, 2-into-1, upswept
Front forks:	Blacked-out, 37mm, telescopic, nonadjustable, triple-rate springs, black fork gators, black lowers
Rear shocks:	Twin tubular, externally mounted, preload adjustment only, triple-rate springs
Front wheel:	Black, narrow, seven-spoke, cast aluminum; 2.50-17"
Rear wheel:	Black, narrow, seven-spoke, cast aluminum; 3.50-15"
Handlebars:	Black, pullback with easy and broad lock-to-lock sweep with mounted 3.5" electronic speedometer
Colors:	Vivid Black, Black Denim, Superior Blue, Velocity Red Sunglo
MSRP:	**$6,849, $7,144**

continued on page 109

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KENNY ARONOFF Chickenfoot & John Fogarty

PROGRESSIVE MONOTUBES

Lower ride, better performance, and shinier looks for a 2005 Electra Glide

Motorcycle BAGGER

HARLEY-DAVIDSON'S ELECTRA GLIDE FAMILY OF motorcycles isn't exactly easy to control for short-inseamed riders. Electra Glides are tall and top-heavy, but great for long stretches of highway. However, they can also be a bear to control if you can't flat-foot them at stops. Rest assured, that doesn't mean you're relegated to smaller bikes in the H-D fleet. You just have to make your Electra Glide fit your needs so you can be rewarded with the ultimate touring pleasures these big cruisers offer.

The easiest and best way to do that is to simply lower the bike's suspension by installing lower fork springs and rear shocks. You get the same long-haul abilities as stock, but with the added bonus of being able to safely and comfortably manage the bike at stops and low-speed maneuvers. In the past, lowering a bike had a negative effect on handling, but, fortunately, that's not the case anymore. In fact, on our 2005 Electra Glide we'll be improving the handling while also lowering it 1" by using Progressive Suspension's monotube lowered cartridge and spring kit (#31-2501/$439.95). Progressive's monotube system utilizes the same gas-charged damping system found in today's most advanced sportbikes.

TOOLS NEEDED

- Vise
- Blue Loctite
- 6mm Allen (long)
- 14mm wrench
- 14mm socket (deep)
- 3/8" socket
- Flat-bladed screwdriver (small)
- Flat-bladed screwdriver
- Torque wrench (ft-lbs.)
- Fork cap socket
- Fork spring compressing tool
- 41mm fork seal driver
- Fork tube holder ■



1 Here's our 2005 Electra Glide up on Jesse's lift with the outer fairing and entire front end removed. The stock cowbells are also removed. The brake calipers are still attached to their lines and secured out of the way.



2 After using a JIMS fork cap socket (#2043) to remove the top nut from the cartridge (left) fork tube, Jesse uses that socket and a 14mm wrench to remove the nut from the cartridge.



3 After placing H-D's fork spring compressing tool (#HD-45966) in a vise, and the positioning the fork leg in the tool, Jesse uses a 14mm deep socket to remove the cartridge nut from the stem.





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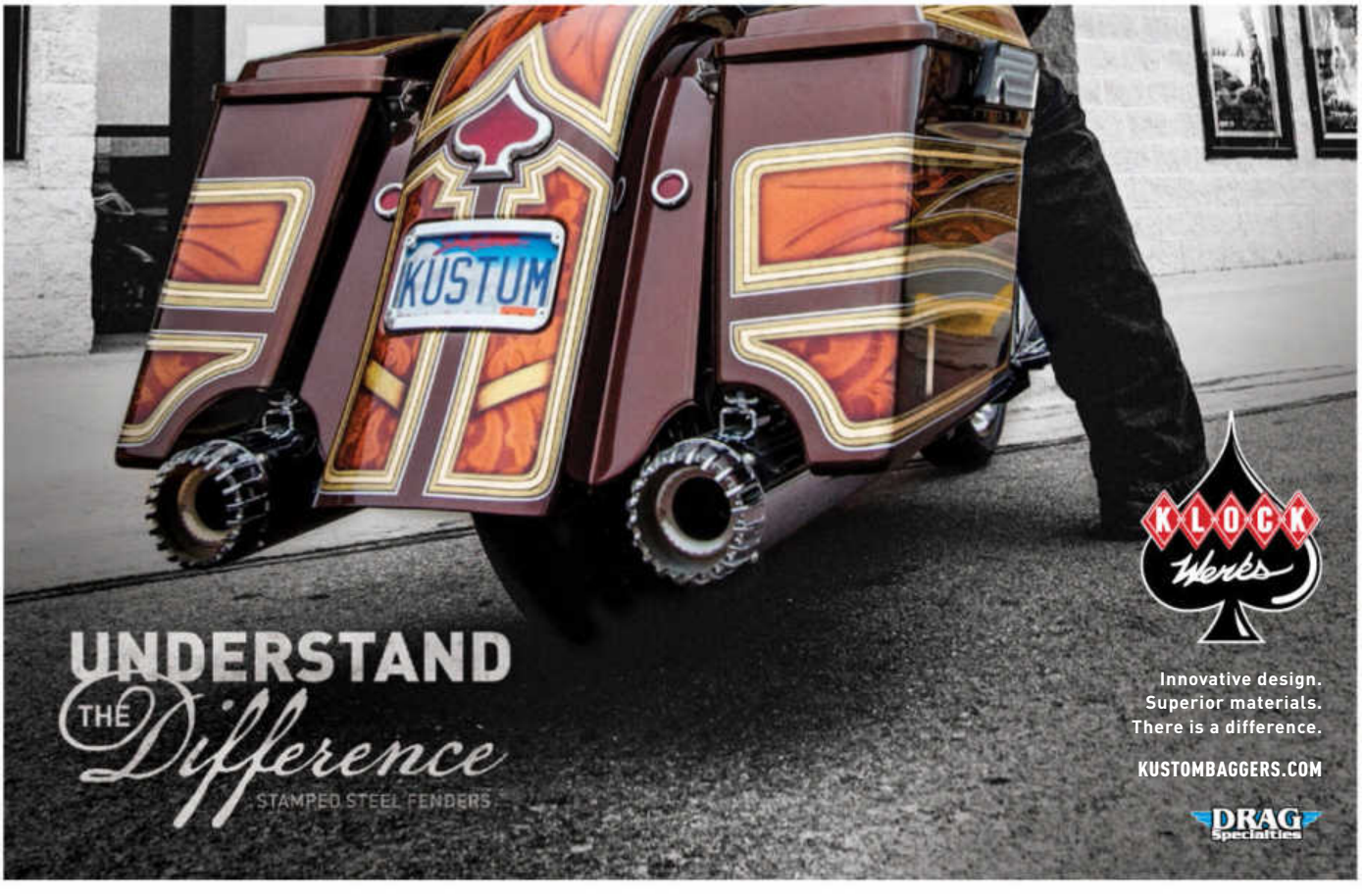


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Thanks for looking!





4 After removing the fork tube from the tool, Jesse uses a long 6mm Allen to remove the bottom bolt from the lower leg, which releases the rest of the suspension internals.



5 Using a small flat-bladed screwdriver, Jesse pops out the lower leg seal retaining ring. He then pulls the fork tube up repeatedly until the old seal pops out of the lower leg.



6 Jesse uses a small flat-bladed screwdriver to spread the old fork tube bushing, so he can remove it, as well as the collar and washer behind it. He then installs new versions of these parts.



7 Since we're dropping the front end 1", Jesse installs three of the Progressive-supplied C-shaped preload spacers between the top of the fork spring and the upper spring seat on each monotube.



8 Jesse then slips one of the long top-out springs onto the bottom of each of the monotube cartridges for a 1" lower installation.



9 Jesse then slips this whole assembly into the left stock fork tube.



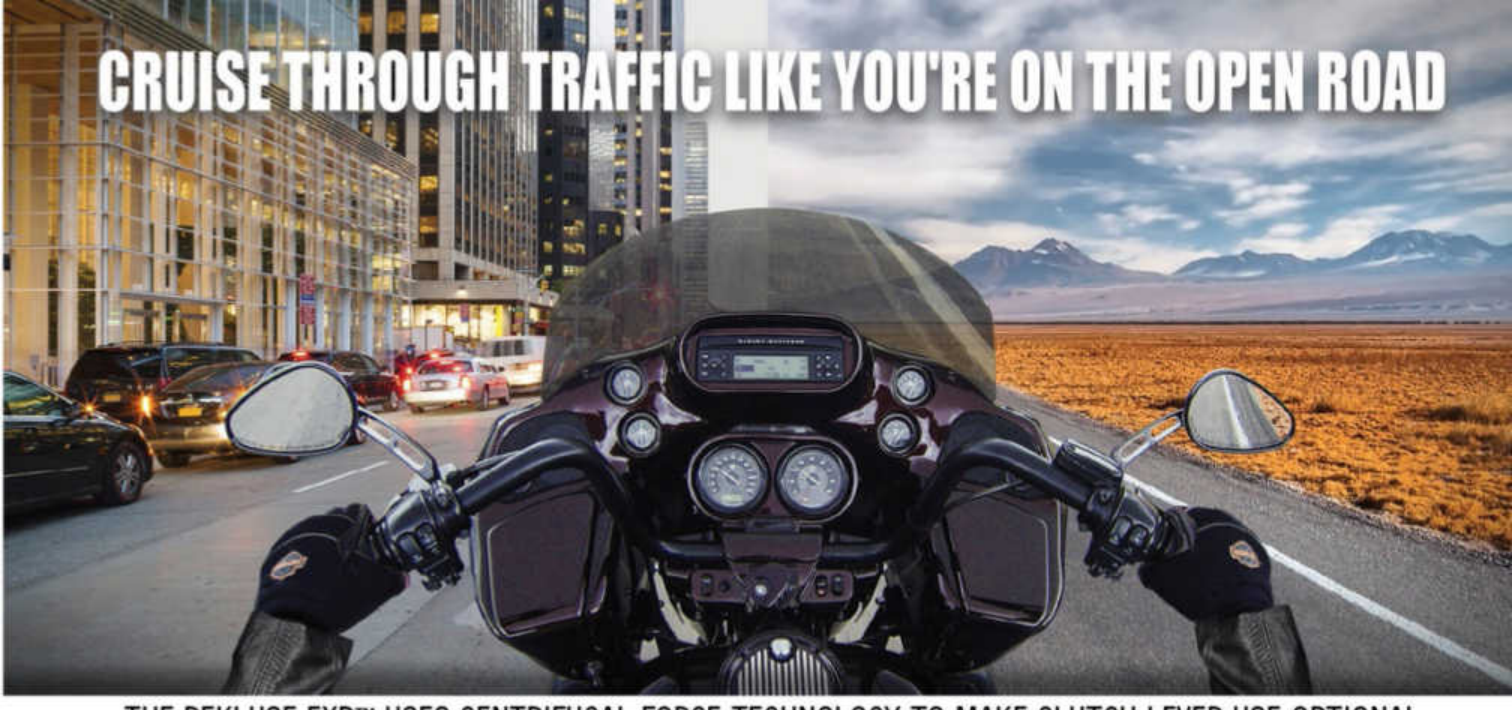
10 The Progressive-supplied bottom cup goes onto the bottom of the monotube stem. The other fork tube assembly will reuse the stock bottom cup.



11 After wiping some front fork lube onto the fork tube and new chrome lower leg's bushing, Jesse slips the new Progressive monotube assembly into the chromed lower leg.



12 With a new crush washer on the new bolt from the H-D rebuild kit, Jesse secures the monotube to the lower leg using a 6mm long Allen and a little red Loctite. He torques the bolt to 11-18 ft-lbs.



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13 After driving the thrust washer fully down into the leg using a seal driver (#HD-34634) and wiping lube on the fork tube and seal, Jesse sends the rebuild kit's new lower leg seal into the lower leg.



14 With the rebuild kit's new retaining clip and 5 ounces of 10W fork oil in the tube, Jesse secures the tube in a holder and threads in the monotube nut using the JIMS socket (#2043). He torques the nut to 22-58 ft-lbs.



15 With the right fork tube in a holder (#HD-41177), Jesse uses a long 6mm Allen to remove the bottom bolt and the JIMS socket to remove the top nut, which is in under pressure from the fork spring.



16 Jesse can now pull the spring and internal dampener from the fork tube, as well as remove the lower leg. We're only reusing the stock bottom cup, but you may also be reusing the lower leg.



17 After installing the new Progressive monotube as he did for the left fork assembly, Jesse installs the new chromed cowbells using the stock hardware, blue Loctite, and a 3/8" socket.



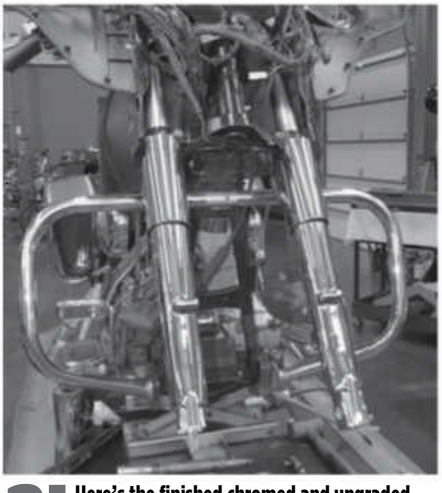
18 Jesse can now slip the rebuilt and upgraded fork tubes assemblies back into the stock triple trees. He holds them in place by threading in the new Progressive top nut with his fingers.



19 Using a 1" wrench on a Motion Pro top nut socket (#MP08-0139), Jesse torques the top nut on both fork tube assemblies to 50-60 ft-lbs.



20 Jesse then torques the stock lower triple tree pinch bolt for both fork tube assemblies to 30-35 ft-lbs. using a 5/8" socket.



21 Here's the finished chromed and upgraded front end. And, yes, it rides even better that it looks!

This monotube system offers improved front brake dive resistance, front end stability, cornering, bottoming control, and overall comfort.

While the front end is apart, it's also a good time to do any aesthetic work you've been thinking about doing to your bagger. First, we sent the bike's stock lower legs to Meclec Metal Finishing in Fresno, California, for a dose of the shiny stuff. Meclec offers all sorts of finishing services, including polishing, nickel plating, powdercoating, and chroming, and we've been happy with its work for years.

Also in the chrome department, we're installing a pair of Harley-Davidson chrome upper fork slider covers, also called cowbells (#45963-97/$79.95). They mate up nicely with the Meclec-chromed fork lowers for a new and improved front end look. To piece the whole thing back together, we're also using a H-D front end rebuild kit.

Handling this install for us is service technician Jesse Dietz at Bayside Harley-Davidson in Portsmouth, Virginia. If you want to attempt this project at home and don't have some of the heavy-duty tools required, you can take your left-cartridge fork to the staff at your local Harley dealer and have them disassemble it for you. Even though we're installing new chrome lower legs and cowbells, the process is the same if you're reusing the stock lower legs and cowbells. Also, stay tuned for the complete install of a set of lowered rear shocks, so you can see the full benefits of a lowered ride. But for now, follow along with the photos and captions as Jesse takes us step by step through installing a set of Progressive monotube cartridges and chrome components on our 2005 Electra Glide's front forks.

AIM

SOURCES

BAYSIDE HARLEY-DAVIDSON
757/397-5550
BaysideHD.com

MECLEC METAL FINISHES
559/797-0101
Meclec.com

PROGRESSIVE SUSPENSION
714/523-8700
ProgressiveSuspension.com



WIN THIS BIKE!

Checking out our Softail Springer Classic

THERE AREN'T MANY PEOPLE AROUND WHO SAW the first sanctioned motorcycle races in Daytona Beach back on January 24, 1937. The 3.2-mile course was just south of Daytona Beach. It ran roughly 1-1/2 miles up the beach, into a hard left on the banked sand, and then 1-1/2 miles back down the paved road before banking left back onto the sand.

As we prepare for the 75th running of the Daytona 200, we can only imagine what it must have been like for Ed "Iron Man" Kretz, the first winner of the Daytona 200, averaging 73.34 mph on an Indian Scout motorcycle. But we do know there were thousands or possibly tens of thousands of motorcycles there for those riders lucky enough to see the first "handlebar derby."

In case you did the math and realized 1937 is more than 75 years ago, please note the Daytona 200 races were suspended in 1942 and did not resume until February 1947



1 Here's our Softail Springer Classic in front of Woodstock Harley-Davidson with parts manager Greg Platkin right after we took the bike off the American Iron truck.

HOW TO ENTER

SO HOW DO YOU GET A TICKET to win this year's Harley-Davidson Softail Springer Classic? The best and quickest way is to enter online at OfficialBikeWeek.com with your Visa, MasterCard, or American Express card. Not into computers, then mail your name, address, telephone number, the number of tickets you want, and a check for the correct amount ($50 per ticket) to the Daytona Beach Community Foundation, PO Box 2676, Dept. *AIM*, Daytona Beach, FL 32115-2676. Got questions? Then call the foundation at 386/255-0981.

The drawing will be held at noon on Saturday, March 12, on the main stage in Riverfront Park on the corner of Beach and Main streets in Downtown Daytona Beach. Only 4,500 tickets will be printed, so don't delay. As always, you don't have to be present to win, only your entry does. Good luck! ■



2 Once inside the dealership, it was time for Glen Helsley, one of Woodstock's service technicians, to check out the Softail and do some basic servicing.

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3 The first order of business is to bring the engine up to operating temperature and change the oil and filter.



4 Glen then checks the condition of the rear drive belt and its tension. All good to go here!



5 Glen then checks the condition of the tires and 40-spoke wheels. Though the tires are in great shape and only a few spokes are a little loose on the wheels, we're going to replace them with brand-new wheels and tires.



6 Glen checks the front and rear brake fluid level and condition.



7 We can't change the oil in the engine and leave the old stuff in the tranny and primary!



8 New spark plugs are another item on the list.



9 While the plugs are out, Glen also checks the engine's compression. All's good here, as well.



10 The brakes are all in great shape, too, but we're going to install all new brake pads front and rear, as well new rotors.



11 A minor clutch cable adjustment is all the clutch needs.

due to World War II. To celebrate the 75th running of the Daytona 200, *American Iron Magazine* has partnered with the Daytona Chamber of Commerce, Woodstock Harley-Davidson, and other partners to build a modern version of the motorcycles ridden to the races in those early years. Like today, mildly customized Harleys were all the rage back then, so follow along as we take a low-mileage 2006 Harley-Davidson Softail Springer Classic and customize it to reflect late 1930s/40s styles.

We want the finished machine to look and feel as much as possible like a bike you might have seen parked at the races back then, but offer modern day functions like electric start, full suspension, 12-volt electrics, and disc brakes. Working with several antique motorcycle enthusiasts and parts suppliers, I led the main design concept team with fellow Motorcycle Cannonball rider and antique motorcycle enthusiast Bill Nugent. Bill and I have been friends for years, so when I first approached Bill, who is the owner of Woodstock Harley-Davidson where we are doing the build, about the concept he agreed immediately that it was a great idea. Now the challenge is how best to blend the modern technology and dependability of this Twin Cam Softail Springer Classic with a 1930s/40s look and feel. Follow along as we customize this machine and see what and how we transform this modern Softail into our version of a time machine that will be raffled off by the Daytona Chamber of Commerce at Bike Week in March.

Before we start tearing into it or bolting on parts, the first thing we need to do with a used motorcycle, even a nice, low-mileage one like this, is have a qualified Harley mechanic go through it and make sure it's properly serviced and functioning as expected. To do that, we trucked the bike to Woodstock Harley-Davidson in upstate New York and asked service technician Glen Helsley to give the bike a checkup. **AIM**

SOURCES

WOODSTOCK HARLEY-DAVIDSON
949 State Road 28
Kingston, NY 12401
845/338-2800
WoodstockHarley.com





FAT BOY UPGRADES

Part V: installing a H-D 7" Daymaker Reflector LED headlight and 7" headlight trim ring

LAST MONTH, WE COMPLETELY UPDATED OUR 2015 Fat Boy test bike's look simply by changing out the front nacelle. The classic, 1950s-style chrome nacelle the bike comes with looks great, no doubt, but we think its new modern Freight Train nacelle goes better with the Fat Boy's muscular stance, as well as adding a touch of uniqueness to the bike.

We basically gave the bike's style a one-decade jump from the 1950s to the '60s, but this month, we're bringing the Fat Boy right up to the present day, with a 7" Daymaker Reflector LED headlight (#67700173/$424.95) from Harley-Davidson. If you've ever had the opportunity to ride a motorcycle with an LED headlight, then you already know how big a difference this incredible piece of technology makes. The bright, white beam shines light farther than the stock halogen, while at the same time, providing wider coverage so you can actually see what's on the side of the road. The LEDs not only make everything easier to see, including reflective equipment on roads, bicycles, and pedestrians, but they make you much easier to see to oncoming and side-approaching traffic.

Harley's Daymaker Reflector is split in two halves, the top half for low beam and the bottom half for high beam. To provide the maximum amount of vision, the low beam stays on when the high beam is in use so you can not only see farther down the road, but you can see just as much right in front of you. LEDs are perfect for use on a motorcycle, as they're not affected by vibration and run cool and draw a much smaller amount of amperage. And LEDs last a long, long time. I don't want to say forever, but let's just say when your bike gets handed down to your great grandkids, they might want to replace the LED. The point is, you don't have to worry about busting

TOOLS NEEDED

- Electric tape
- Phillips screwdriver (#2)
- Wire cutters ■

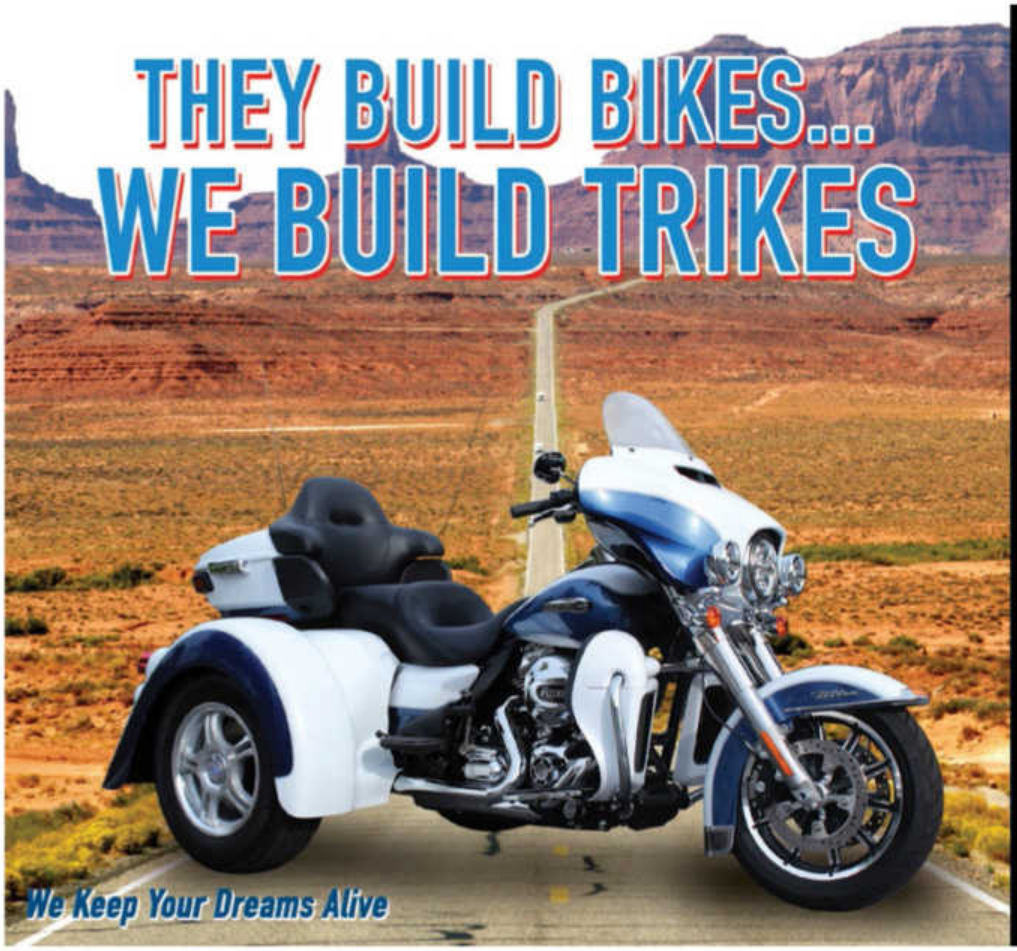


1 Our opening shot shows the new H-D Freight Train nacelle kit that we installed in the last issue on our 2015 Fat Boy and the stock headlight assembly reinstalled.



2 Using a #2 Phillips screwdriver, remove the headlight trim ring screw. Then lift the bottom of the trim ring from the headlight housing and lift the entire ring up and off the tab on the top.

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3 Using a #2 Phillips screwdriver, remove the three retaining ring screws, so you can remove the retaining ring, but hold onto the headlight! The retaining ring will be reused, so set it aside for now.



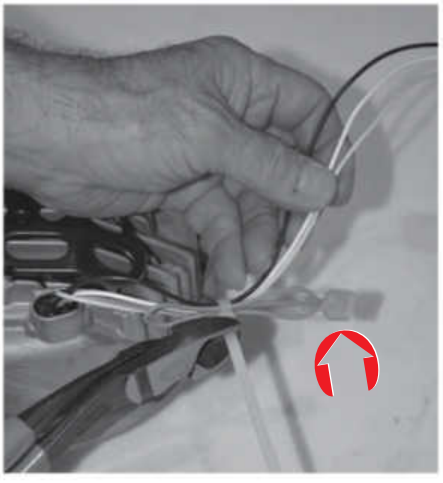
4 You can now unplug the stock headlight from its three-prong harness. The headlight will not be reused.



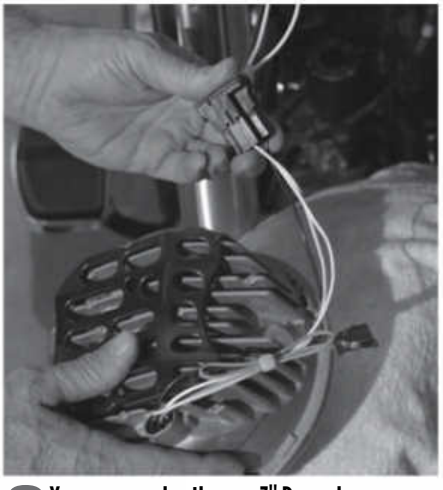
5 Using a #2 Phillips screwdriver, remove the eight screws and their flat washers that hold the stock headlight bucket assembly to the nacelle.



6 After removing the old headlight bucket assembly, install the new bucket assembly in the same way as the original, using the same hardware and #2 Phillips screwdriver.



7 The blue position lamp connector (arrow) is not used on domestic models, so wire-tie it to the new LED headlight harness and put a strip of electric tape over its opening.



8 You can now plug the new 7" Daymaker Reflector LED headlight into the stock three-prong harness. Wire-tie the excess wire and cut off the wire-tie's tail. Then test the headlight.



9 Using a #2 Phillips screwdriver, reinstall the stock retaining ring using the three new retaining ring screws while holding the headlight in its bucket assembly.



10 Now check the headlight alignment as per the Daymaker kit's instructions and adjust if needed.



11 Reinstall the stock trim ring, noting that the clip (A) on the ring goes into the slot (B) at the top of the bucket. Reuse the stock screw, but leave it a little loose so there's a slight gap around the trim ring.

a halogen bulb one night in the middle of nowhere and having to either blind people with your high beam or limit your vision to 30' with the low beam, if you're lucky.

Since it's a Harley part, the Daymaker Reflector headlight plugs in easily, is entirely self contained, and uses the same install procedure as the stock headlight. To further improve the look of the front end of our Fat Boy, we're installing H-D's Headlight Trim Ring (#69627-99/$37.95). This accessory trim ring extends forward of the headlight, giving it a clean, frenched-in look, installing easily over the Freight Train nacelle's trim ring.

About 30 minutes and a couple of basic tools are all it takes to make a huge functional and aesthetic improvement to your Harley-Davidson. Having spent lots of time riding at night with this headlight, you'll wonder how you ever rode without it! Take a look at the accompanying photos and captions for the step-by-step install of the 7" Daymaker Reflector LED headlight on our 2015 Fat Boy.



12 Spread the new custom trim ring around the stock trim ring so its rear edge goes between the stock trim ring and headlight nacelle.



13 Secure the new custom trim ring using the supplied screw and nut and #2 Phillips screwdriver.



14 Here's how the finished job looks! AIM

SOURCES

HARLEY-DAVIDSON MOTOR COMPANY
Harley-Davidson.com



LIGHT LOAD RATTLE

Is your 110" motor noisier than your buddy's 103"? Contrary to what some believe, the noises aren't necessarily coming from the lifters. You're running some big pistons in the 110s and the noise you hear may just be what H-D calls light load rattle.

Q: My 2010 CVO Street Glide with the 110" motor is a great bike, but it's always been noisy. I've heard all kinds of stories about the lifters going out on the 110s. My bike has 16,000 miles on it and has just come off the original Extended Service Plan. I know that's low mileage, but I have a couple of other bikes, too! The lifters have been and still are very noisy especially in the 2800-3000 rpm range. Should I replace them with S&S premium lifters or just ride it? Also, have you seen a higher than normal instance of lifter failures on these bikes?

DENNIS GARNER

A: **Dennis, your 110 is probably noisier than some of the 103s. The noises aren't necessarily coming from the lifters though. As you know, your bike runs an air-cooled, pushrod-equipped Twin Cam engine. This means there are a lot of moving parts banging against each other inside the engine with no water jacket around them to dampen the noises. Valvetrain noise is normal on all Harleys and some are noisier than others.**

In addition to all that, you're running some big pistons in the 110s. Since 2006, in order to make these Twin Cam engines bigger, the bore was increased. Because the stroke stayed the same, the skirt length could not be increased as the bore grew. Now, in your long stroke Harley engine, the piston will rock more in the bore and tend to make more noise. This light load rattle, as H-D calls it, will happen right in the rpm range you mention. This is not detrimental to the operation or life of the engine. You can verify the condition by running the engine at the rpm where the noise comes in. Now vary the throttle position slightly to change the load on the engine. You should notice the rattle all but disappear until the engine settles in to a light load cruise at another speed.

A couple of years ago, I had a customer insist his engine had a problem. After a complete disassembly and inspection, the only issue I found was the piston fit was at the higher end of the service wear limit but still in spec. After pleading my case to Harley Tech, H-D agreed to cover the cost of a set of cylinders and pistons, but the rep assured me the rattle would still be there. He was right. Bike sounded exactly the same. The customer was happy that, even though the engine still rattled, he was assured there was nothing wrong with the bike, and he's still riding it today.

As far as the lifters are concerned, I've also seen a few failures but compared to the number of bikes out there, not enough to worry about. I would be more concerned about a bad lifter if the noise was more consistent than you're describing, especially at higher rpm. AIM



To submit a question to our H-D-certified mechanic, who has been working in dealerships for over 20 years, send in as much info about the problem and bike as possible to Hog Helpline, c/o *American Iron Magazine*, 1010 Summer Street, Stamford, CT 06905, or e-mail ChrisM@AmericanIronMag.com. Sorry, but due to volume, we cannot respond to requests for personal replies or to all letters.

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SUMMIT REAR FENDER WITH 957 TAILLIGHTS

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TWISTED TRAILZ I We scour the back roads of a different state or province every year. This year, we rode through Arizona with Twisted Trailz Excursions. Having always traveled with my wife, Karen, and not with a group, we weren't sure what to expect. We ended up with a dozen of the nicest riders a person could ever meet. We traveled in Arizona through Sedona, Jerome, the South Rim of the Grand Canyon, Winslow (remember *Take It Easy* by the Eagles?), Tombstone, and Old Tucson, where Western movies were made. Riding with this group made me think we'd graduated from the same school, and this was a class reunion. Another thing that was special: Chris Maida was on vacation and happened to be riding with us. The man knows what he's talking about when he talks bikes!

DENNY AND KAREN LINDEMOEN
Bloomington, MN



Got a bike you think belongs here? If so, send a few high-resolution (300 dpi at 8" x 8" minimum) images to Letters@AmericanIronMag.com or *American Iron Magazine*, 1010 Summer Street, Stamford, CT 06905.



TWISTED TRAILZ II We really enjoyed the Awesome Arizona bike trip with Twisted Trailz on our Indians.

DAVE AND COLEEN BUCHINSKY
Via Internet



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TWISTED TRAILZ III What a wonderful motorcycle trip! We couldn't have asked for a better group of people to experience this with in Arizona. Chris, it was a pleasure getting to meet and ride with you. Lori's bike is the 2011 CVO Softail Convertible and mine is the 2013 CVO Road Glide Custom.

FRANK AND LORI FERRACANE
Via Internet





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TWISTED TRAILZ IV

Here's my pride and joy: my 2011 CVO Road Glide, which screams great design and function. I love riding it, especially on those long hauls. I'm looking forward to riding to Florida from New Jersey this summer. Chris, I had a great time with you on the Awesome Arizona tour with Ron and Elaine Booth of Twisted Trailz out of Phoenix. I'm signing up to do another tour with Twisted Trailz next year, either to New Mexico or Colorado.

STEVE RASSLER
Via Internet



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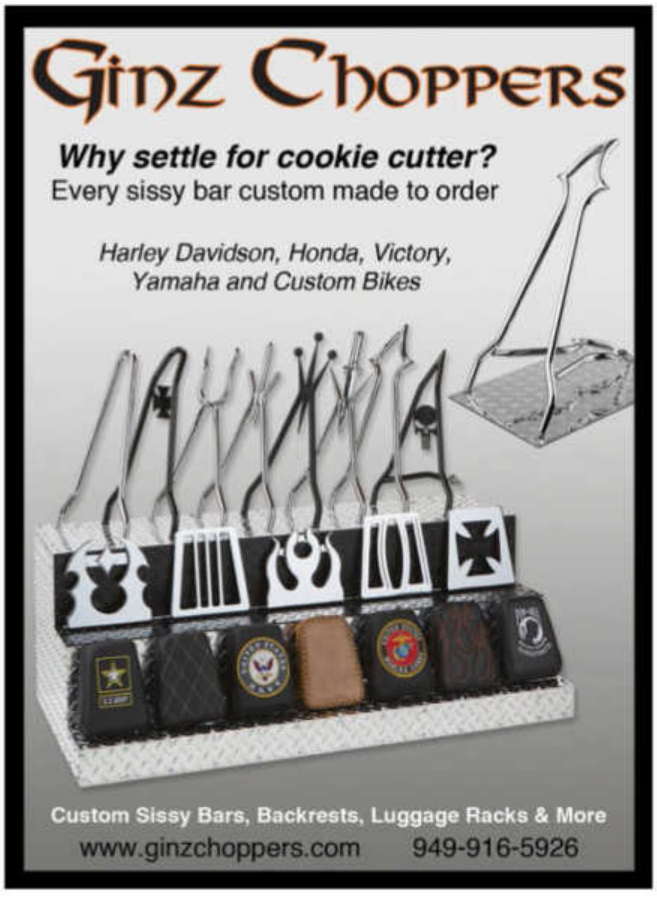


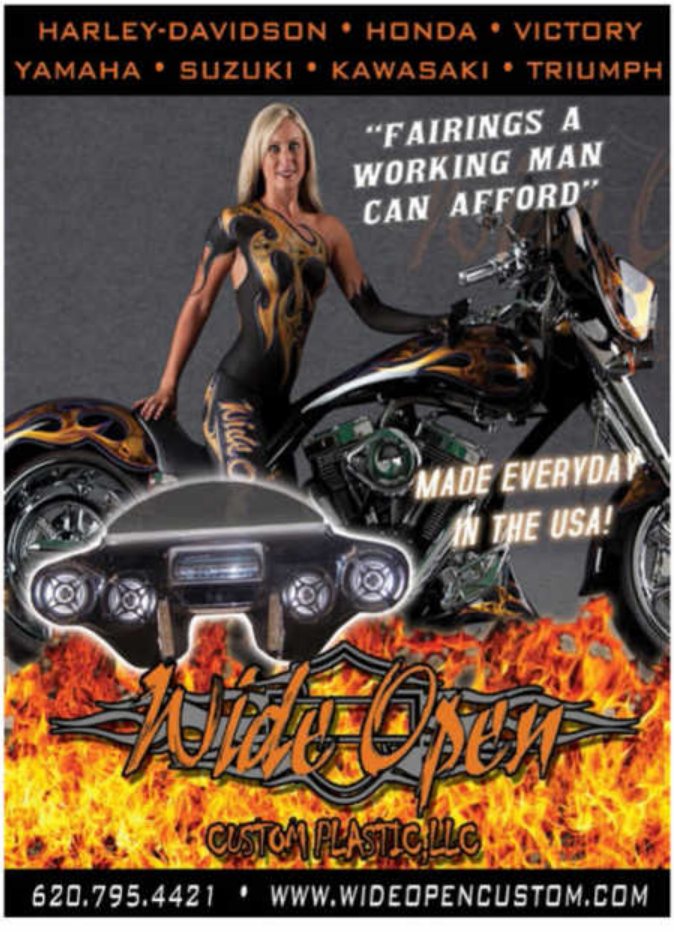
TWISTED TRAILZ V What can we say? For 76- and 79-year-olds from Illinois celebrating their 50th wedding anniversary, riding with Twisted Trailz was the best vacation ever! After riding the first two days through rain, sleet, snow, and an earthquake — the first Sedona has ever experienced, by the way — even that was fun! From thereafter, the weather was beautiful, the sights we saw were outstanding, and the group we were with was harmonious and so much fun! Let's see any other group of 15 — or even 16 with Bill, our driver — accomplish that. We still all communicate and are looking forward to future trips.

We celebrated our 50th at Big Nose Kate's Saloon with a lighted cupcake, a big kiss, and karaoke music. It couldn't have been better. Thanks, Ron and Elaine! We're looking forward to seeing some of you at Biktoberfest in Daytona. If you're traveling and you see these two — young at heart, spirit, and body — cruising along at 75 mph on their Harley Trike, give us a beep and wave! No tickets, please.

BOB AND CAROLYN WILSON
Paris, IL







TWISTED TRAILZ VI I'm on my third Harley (pictured here). My wife, Laura, and I were heading back to San Francisco from Lake Tahoe, geared up for light rain. My bike is a 2008 Ultra Classic Electra Glide Anniversary Edition. I've punched up the engine to a 103, added pipes, air cleaner, installed high-intensity lights, and strapped on a Bagger-Brace to stabilize high-speed cornering. Heated grips were added, too. No, I'm not a wimp. This is my first bike with a windshield. So, I've paid my dues.

ALLAN MCCARTHY
Via Internet
AIM







WIDGETS • *Compiled by Staff*



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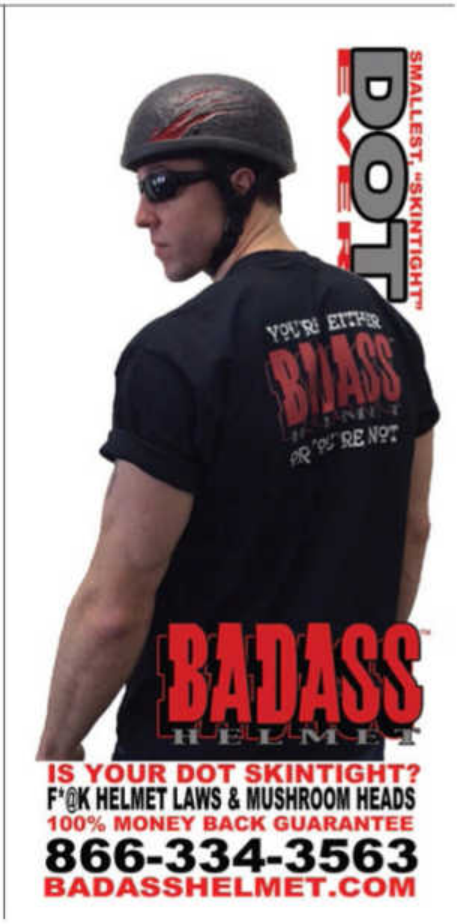


realistic engine sounds using three different cards and a megaphone exhaust pipe. Made entirely from plastic, it's totally waterproof, and it doesn't use any batteries or electronics. $21.99. Info: Turbospoke, 888/887-2670, Turbospoke.com. **AIM**

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Bill's tipping point

1936 H-D VL





1936 H-D VL

It was a busy year for Harley-Davidson in 1936, proving to be a tipping point in the factory's long and storied history. What's a tipping point?

Perhaps the phrase *tipping point* is best described by noted author and lecturer Malcolm Gladwell who wrote a book in 2000 entitled *The Tipping Point: How Little Things Can Make a Big Difference*. Malcolm defines a tipping point as "the moment of critical mass, the threshold, the boiling point." I offer that, although Malcolm's theory wasn't fully known at the time, 1936 was a tipping point for Harley-Davidson, with the introduction of the E model, a bike powered by an overhead-valve engine called the Knucklehead. While Harley's remaining competitors in the US market offered motorcycles powered by aging flathead engines, the new E model upped the game in terms of performance for American-made motorcycles. By doing so, Harley differentiated itself from all other American motorcycle manufacturers once and for all.

As you know, the mid-1930s were a difficult time in America. The Great Depression still gripped the nation, and sales of cars, motorcycles, homes, and other big-ticket items were slow. It wasn't the most opportune time to roll out a new design, but desperate times call for desperate measures. And so for 1936, Harley's new OHV Knucklehead joined the popular side-valve (flathead) VL series, a model that was originally added to the lineup in '30. VLs were offered with either *74*" or 80" displacement engines, the latter going by the *VLH* designation. Back then it was important (as it is now) for the factory to offer something new alongside its tried-and-tested machines, so the VL remained in the lineup for '36. The strategy paid off, and both machines enjoyed successful sales figures that year. Harley continued manufacturing the OHV Knucklehead through '47, while the VL was eventually replaced by the UL series in '37. That flathead design lasted until '48. (Yes, I know the books say 1947, but my buddy Al Perry had a factory-issued '48 UL that he rode for many years.)

Our featured classic bike is a 1936 VL owned by Bill Reese. Its flathead engine displaces *74*", and as you can see, the bike is a stunner. Bill owns Over The Hill Vintage Restoration and Fabrication in Tavares, Florida, so as you might guess, his shop did the restoration. Bill purchased the VL on a tip over the Internet from a woman in Colorado. The bike was a classic basket case in need of everything. The first thing Bill did was strip the old bike to the bare es-



Bill purchased the VL on a tip over the Internet from a woman in Colorado. The bike was a classic basket case in need of everything.





sentials before sending the frame to my buddy Dave at Harbor Vintage Motor Company in Jonesville, Vermont, where Dave put it on the frame table for straightening. Bill also sent the barrels to Dave for his 0.060"–over bore. Having been a certified Harley mechanic himself since 1980 including years working at Laidlaw's Harley-Davidson in Rosemead, California, Bill knew the mechanical aspects well enough that he rebuilt the VL's bottom end with new bushings, bearings, and shafts based on factory specs. He also rebuilt the Linkert M31 carburetor, generator, and distributor and brought new life into the three-speed transmission's handshift/foot clutch mechanism.

Harbor Vintage stitched the leather seat, and the bike has many rare options, such as the fork spring cover and other one-year-only components. Bill also rewired the bike with a correct wiring harness, which adds to the bike's originality.

Next, Bill laced the factory-optional 18" wheels with new spokes and rims before wrapping them with Coker diamond-tread 4.50-18" tires. The bike's fenders weren't the correct-year pieces, so he sourced a new set, plus proper tanks, from Replicant Metals in Pennsylvania. The crew at Colormania in San Diego, California, sprayed the sheet metal with factory-correct colors — Venetian Blue and Kryon Cream — and the paint scheme includes gold pinstripping. The finished look is fantastic, contributing to the bike's 99.25 score in concourse judging. That's a near-perfect effort. Bill could make it a perfect 100-point machine, but he prefers that the pushrod tubes remain chromed rather than the factory-correct cad plating.

Bill's shop turns out three or four full-on restorations a year. He describes himself as a big fan of VLs, and he backs that claim with two more VLs, which he owns, a 1930 and a '33. Bill doesn't let this '36 VL's 99.25-point judge score deter him from riding it either; he rides this bike often, citing how well it handles and performs. It looks as though Bill found his own tipping point with this fine restoration. **AIM**



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lots of Westerns, is here, too. We also had the option of going to the Saguaro National Park to check out the huge cactus forest. We passed the edge of this national park on the way to the Old Tucson movie lot. On a previous visit here, I paid a visit to the nearby Pima Aircraft Museum. Being an aircraft mechanic, I had to go see the planes. Pima has the largest collection of one-of-a-kind aircraft in the world. Since I've been to all three before, I decided to go off on my own and check out the Titan Missile Museum in nearby Sahuarita. Also known as Air Force Facility Missile Site 8 or Titan II ICBM Site 571-7, this is a real former ICBM missile site with everything still as it was back when fully operational. Yes, even the missile is in its silo, but it's completely decommissioned and inert, of course.

I then rode to our digs for the night to rejoin my riding buddies. We were staying at my favorite place on this tour, La Posada Lodge & Casitas. The rooms here are beautifully decorated in a tasteful blend of Mexican and Western style and are very comfortable. After a wonderful meal and some hanging out, I got another great night's sleep. I always sleep great on these tours.

Sadly, the next day was the trip back to Phoenix and the comfy Sleep Inn–North Scottsdale, which meant the trip was almost over, and I would soon be leaving my new buddies. As I've said before, though the scenery and roads are a big part of the trip, what makes the tour so special and fun are the wonderful people I've had the pleasure of traveling with and this year's crew is definitely in that category. When we weren't riding, we were usually laughing. What a great group of people! You can see who I took this tour with in this issue's Snaps section. Missing are Bill Falls of Somers Point, New Jersey; Bill Johnson, our support truck guy, who did a great job of handling all our stuff; and Ron and Elaine Booth, the owners of Twisted Trailz.

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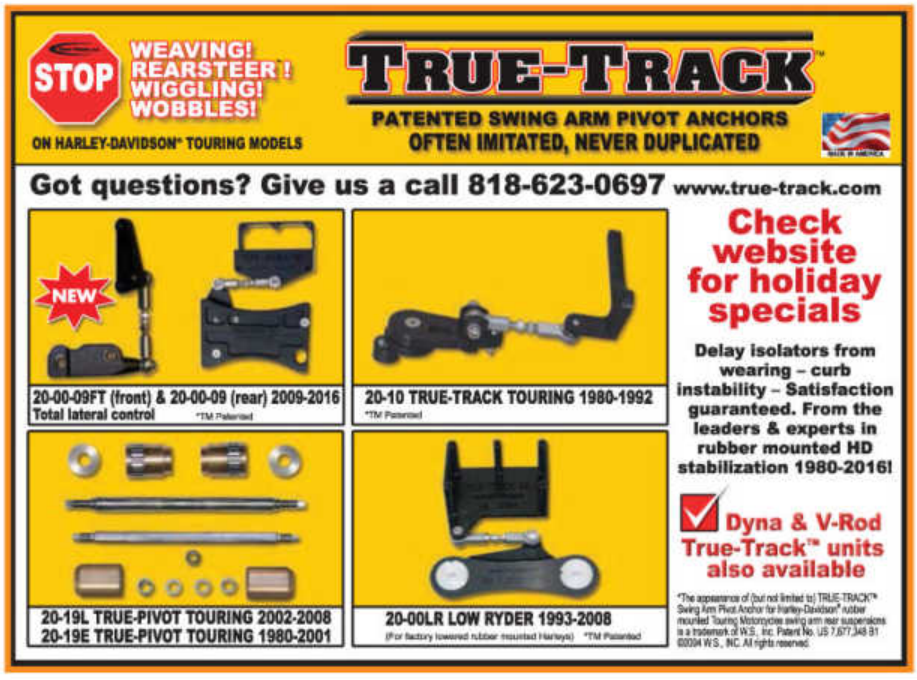
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cylinders and not the aluminum XR-750 cylinders. However, newly designed, aluminum, high-tech heads replaced the traditional cast-iron Sportster heads. Relocated valve ports, different valve angles, shorter and lighter pushrods, and eccentricly shaped rocker shafts — whose rotation adjusts valve lash (space) — are a few of the innovative and progressive features. The heads are ported and polished by the famed Jerry Branch, which is H-D's first foray into headwork substituting for more cubic inches to gain power. A VOES signals the then-new V-Fire III ECM for advance/retard ignition settings based on pressure conditions in the carburetor throat. Twin Dell'Orto carburetors, each equipped with an accelerator pump, hang off the right side of the engine, one for each cylinder. The exhaust is on the left side with high-placed dual megaphone mufflers. In its time, it was the most progressive street Sportster. However, it leans to the left because of exhaust placement, and it qualifies as a Milwaukee Vibrator. The XR-1000 retains the generator charging system.

The 1983-85 XLX-61 is stripped down for the look, plus a lower price of $3,995 to attract new riders into the fold. Like the other Sportster models of this era, a VOES signals the then-new V-Fire III ECM for advance/retard ignition settings based on pressure conditions in the carburetor throat. The XLX-61 has a peanut gas tank, staggered dual exhaust with shorty mufflers, low handlebars, satin finished engine cases, nine-spoke cast aluminum wheels, and black and wrinkle black finishes reserved for more expensive models. The XLX-61 uses a coiled spring clutch until early 1984, when a diaphragm clutch spring is introduced in late-1984. The 156-watt generator and regulator/rectifier is discontinued after early 1984, and the XLX-61 receives the Sportster's first alternator charging system in 1984.

Conclusion

NEXT MONTH, WE'LL START A SERIES that explains the technical and machining terms you see in press release and other places regarding motorcycles, cars, and their parts.

DONNY PETERSEN
DonnyPetersen.com

continued from page 76

body's adjustment collar. The spanner stows in a special spot under the seat so you can easily increase preload after eating a baby-sized burrito for lunch.

The 1200T still uses its standard-issue emulsion shock and Twin Tube system to better suit its touring prowess. Harley didn't stop there though, elevating Sportster suspension to a whole new level with sealed cartridge bodies inside the fork tubes. The Forty-Eight, in particular, received even more, a fork with 49mm diameter legs, comparable to what's found on Dynas. The obvious benefit is a stiffer fork with minimal flex, but the beefy look also enhances the Forty-Eight's Dark Custom persona.

Harley's smallest motorcycles, the Street 500 and 750, received some improvements for 2016 as well. Think in terms of better brakes that now have 300mm rotors and stylized 34mm two-piston calipers. The Street's braking system upgrade also includes new aluminum master cylinders and brake lines. There's also a new rear brake pedal that's ergonomically positioned; beefier brake and clutch levers on the handlebar offer improved control and feel for the rider.

Harley's Trike family reports for duty without any major changes. No doubt, the Tri Glide continues to benefit from Project RUSHMORE improvements from 2014, and the sportier Freewheeler appears to be a bull's-eye success, too. I've spoken to quite a few Freewheeler owners, and our magazine has received a bunch of letters, too, from owners; they all report that the stripped-down, hot rod-style three-wheeler offers the existential wind-in-your-face feel on a stable platform.

V-Rods also remain unchanged for 2016. Besides new paint options, Harley engineers managed to find a little more torque lurking within the liquid-cooled engine. According to the 2016 specs, engine torque is 87 ft-lbs. at 6750 rpm, up from 2015's 83 ft-lbs. at the same revs. Horsepower remains the same at 123 hp, although it hits at 8250 rpm rather than 8000 rpm. Sounds like a fair compromise.

For the full story on Harley's smallest, and biggest, 2016 models, take a peek at the accompanying spec sheets. **AIM**







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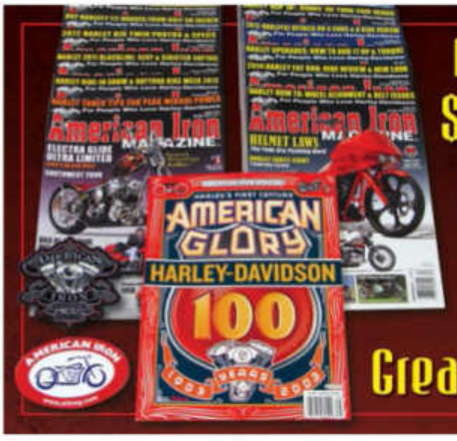
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Statement of Ownership, Management, and Circulation

1. Publication Title: ***American Iron Magazine***
2. Publication Number: 007-321
3. Filing Date: 10/1/15
4. Issue Frequency: Every Four Weeks
5. Number of Issues Published Annually: 13
6. Annual Subscription Rate: $26.95
7. Complete Mailing Address of Known Office of Publication: 1010 Summer Street, Stamford, CT 06905
8. Complete Mailing Address of Headquarters or General Business Office of Publisher: 1010 Summer Street, Stamford, CT 06905
9. Full Name and Address of Publisher: Buzz Kanter, 1010 Summer Street, Stamford, CT 06905, Editor: Chris Maida, 1010 Summer Street, Stamford, CT 06905
10. Owner: TAM Communications, Inc., 1010 Summer Street, Stamford, CT 06905, Buzz Kanter, 1010 Summer Street, Stamford, CT 06905, Gail E. Kanter, 1010 Summer Street, Stamford, CT 60905
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities: None
12. Tax Status: has not Changed during Preceding 12 Months
13. Publication Title: ***American Iron Magazine***
14. Issue Date for Circulation Data Below: January 2016
15. Extent and Nature of Circulation

	Avg. No. Copies Each Issue During Preceding 12 Months	Actual No. Copies In Issue Published Nearest to Filing Date
a. Total Number of Copies (Net Press Run)	122,940	110,561
b. (1) Paid/Requested Outside-County Mail Subscriptions	30,568	29,418
(2) Paid in-County Subscriptions & Digital	-	-
(3) Sales Through Dealers and Carriers, Street Vendors, and Counter Sales:	45,281	44,904
(4) Other Classes Mailed Through the USPS	844	844
c. Total Paid and/or Requested Circulation	76,693	75,166
d. Free Distribution by Mail		
(1) Outside County as Stated on Form 3541	1,000	1,000
(2) In-County as Stated on Form 3541	-	-
(3) Other Classes Mailed Through the USPS	-	-
e. Free Distribution Outside the Mail	1,625	1,625
f. Total Free Distribution	2,625	2,625
g. Total Distribution	79,318	77,791
h. Copies Not Distributed	43,622	32,770
i. Total	122,940	110,561
j. Percent Paid and/or Requested Circulation	65%	70%



Wayne Lickman sent in these two 1949 photos, which were taken in Windsor, Ontario. The one on the right is of his late father, Glen, moving his early-1940s Indian Chief. The other pic shows his mother, who is now 86 years old, posing with the Chief. Note the leaf spring front end.

WAYNE LICKMAN
Windsor, ON





Richard Marshall, whose dad was a Harley-Davidson dealer when Richard was a kid in the early 1950s, sent in these two pics, each from a different era. The 1950 photo shows Betty on the 1949 Panhead. Richard tells us that she was the wife of one of my dad's customers, Jack, who was also an amateur photographer. Jack took a lot of motorcycle pictures and, after he passed, Betty gave Richard everything she had that was motorcycle-related.

The group picture was taken in 1930 and shows a riding club that was based in Phoenixville, Pennsylvania. The member on the seat was Lester "Les" Force, who Richard knew in the 1950s. Richard writes that "Les was one of the older riders at my dad's shop. But 'Les Force' wasn't a good description for his motorcycle. He was always working on the motor to get more power. He rode a cycle until 1980, still riding a 1947 FL. It was funny when Pennsylvania started requiring a motorcycle riding test in the 1970s. The guy giving the test looked at Les and his 1947 and said 'How long have you been riding?' Les said "about 47 years.'"

RICHARD MARSHALL
Spring City, PA

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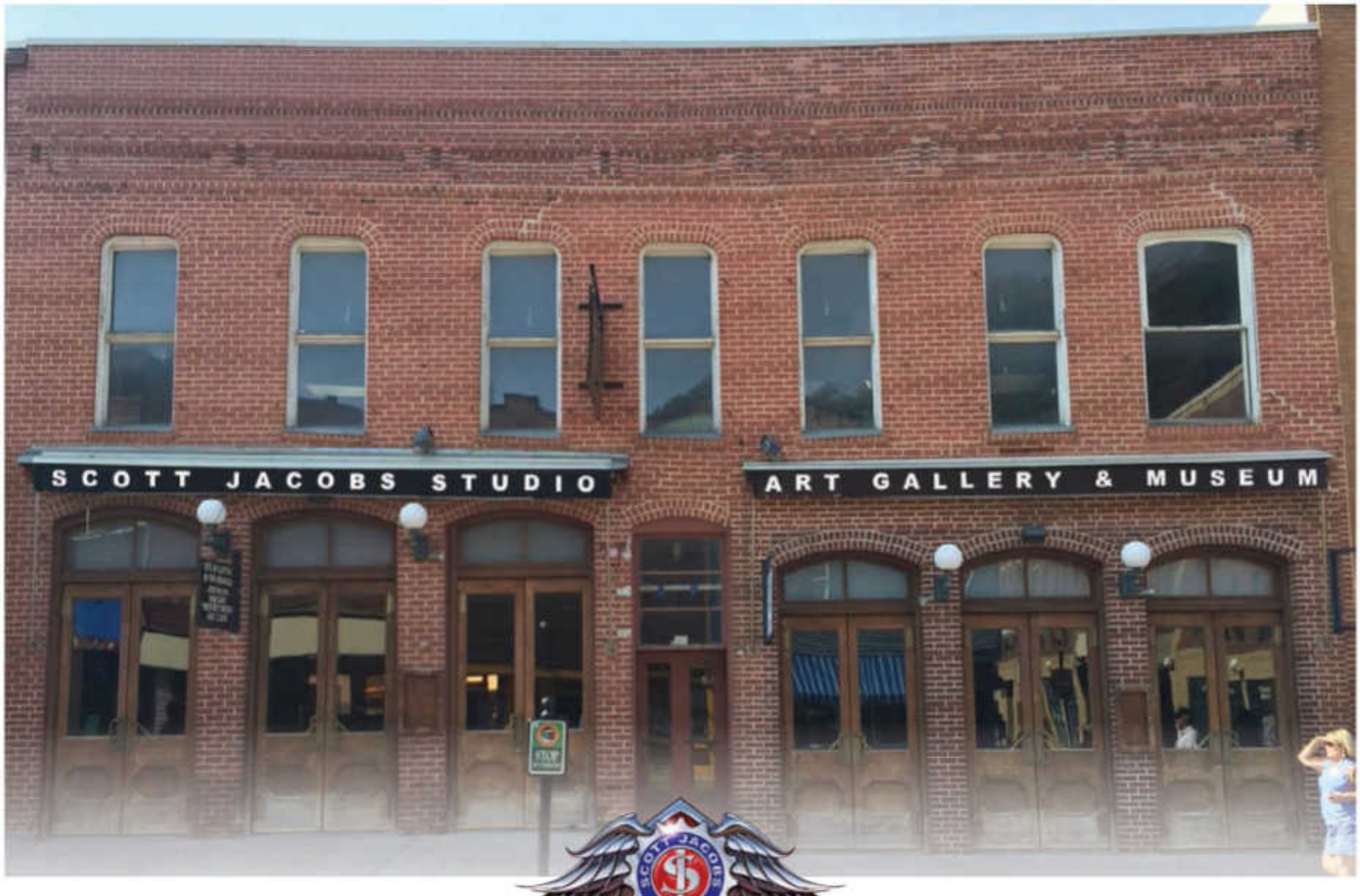
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